

Imperial Press

Published every Saturday at
Imperial, San Diego County, Cal.

Henry C. Reed, Editor and Manager

SUBSCRIPTION:

One year \$1.50
Six Months75

ADDRESS: IMPERIAL PRESS, Imperial, San Diego County, Calif.

Saturday, June 15, 1901.

HEADGATES OF IMPERIAL CANAL ARE PERFECTION

The past ten days have been a severe test for the headgates of the Imperial canal. But while the test has been a severe one, it has been most satisfactory in every respect. The headworks and canal, although new and fresh, remained uninjured throughout the recent heavy floods of the Colorado, withstanding the severest strain to which they could be subjected.

The California Development company had built a strong levee between the river and the canal to keep out any floods even at the high water mark, and had extended the levee to the south to prevent any ordinary flood water from entering the Salton channel. For several days, however, the river was at a point which sent a large stream of water down the channel independent of that going through the headgates, but did no damage. The river has been several feet higher this year than is usual, but has now receded and all danger is past.

Some damage is reported on the Arizona side both to the canal works and to crops. Some people being forced to seek high lands.

The Imperial canal was constructed in a substantial way by a man who knows his business from a to izzard.

Water is now flowing in the canal through the Cameron camp and farmers who are putting in feed crops about Cameron are enabled to get water for irrigation purposes.

BUILD THE ROAD

It is settled that a mass meeting will soon be called to take action upon the question of building a railway to connect this city with Imperial and the New River country generally, says the San Diego Union of the 7th. The Union is confident that upon the showing to be made at that meeting the people of San Diego will decide that the plan is both practicable and desirable, and that they will heartily support the project in every way in their

power.

The Union believes, however, that the agitation of this important question should not be confined to this city, but should be carried on throughout San Diego county, especially at the places along the proposed line or near it. At these it would be well to have mass meetings, at which the citizens will be given an opportunity to acquaint themselves with the details of the proposed undertaking, and to take steps to render all the assistance of which they are capable.

The need of the proposed railway is conceded on all sides. This is a branch of the subject that calls for no consideration. The chief question is one of ways and means. These will be forthcoming, and the road will be built, provided the people take harmonious and vigorous action to that end.

WILL THE RAILROAD BE BUILT?

This is a hard question to answer—so hard indeed that few men would care to shoulder the responsibility of answering it—either yes or no. It now begins to look, however, like the road to connect this country and San Diego is in a fair way of becoming a reality.

At a meeting of the railroad committee of the chamber of commerce, held in San Diego last Saturday, at which a large number of progressive business men of the city were present, an important step toward putting the long-talked-of and much-needed road through. According to press reports the business men who took part in this meeting are of the kind that accomplish what they attempt and the word to fail is unknown to them. The city and county have long felt the need of such men as these become interested in this railroad proposition, and now that these gentlemen are showing a willingness to push the matter it certainly behooves every citizen of the county to co-operate with them and lend every assistance in their power. There is little doubt but that San Diego would long ago have had a railroad to the east had there not been so many who are always watching for an opportunity to throw cold water on any progressive enterprise.

The necessity of a railroad from San Diego through this part of the county is no longer discussed. With the proper support from the people of that city the road is an absolute certainty. With the road built San Diego would profit by the business of a section of country that in productiveness is unsurpassed on the continent. Whether this part of the county shall be tributary to San Diego will be determined by the support the citizens give the railroad project.

Kerckhoff-Cuzner
Mill & Lumber Co.

WHOLESALE AND
RETAIL DEALERS IN **LUMBER** DOORS, SASH,
BLINDS AND MILL WORK

YARDS AT
SAN PEDRO, WHOLESALE
LOS ANGELES, MAIN OFFICE
POMONA, PASADENA,
LAMANDA, AZUSA, COVINA.

Main Office Cor. Alameda & Macy Sts
LOS ANGELES, CAL.

WM. E. SMYTHE, president of the National Irrigation Congress, is in San Diego attending the railroad meetings and speaking in the interest of the Imperial country, uniting his efforts with General Manager Fergusson.

A RECENT writer from San Diego in the Ramona Sentinel seeks to retard immigration into the Imperial country by pointing the poor man to the disadvantages he will be "up against" when he leaves his old home to go to the desert. When this gentleman stated that this land is perfectly worthless without water, (a fact that is universally known) he failed to add that water is now flowing in the canal; and when he stated that the water rights cost \$11.25 per acre, he failed to add that the land costs \$1.25 per acre, making a total of \$12.50 an acre, which is the cheapest land with water right ever offered in Southern California, and that the payments of these water rights are scattered over a period of six years, thus bringing it in easy reach of the poorest of men who have the energy to get-up-and-go. In stating that the white man stands little chance at working for wages he was perhaps not aware of the fact that more than 300 men and teams are now employed in the country, receiving recompense at the rate of \$5.50 per day, and that a laboring man has never applied for work here without getting it. Perhaps this gentleman knows of a country where land and water is cheaper and wages better, but if he does he is saving the information for his bosom friends—he didn't give it to the public.

WE acknowledge the receipt of an invitation to attend the fourteenth annual Basket Picnic of the Pennsylvania Society of Southern California, which is being held today, 15th, at Long Beach. The invitations were presented to the society by the Coulter Dry Goods Co. of Los Angeles. The design is artistic and striking while the printing is very neat.

VALLEY OF THE NILE

Continued from first page.

one dollar an acre to pay each year for the water if two feet deep over the acre should be used. * * I need not add that such prices for water are not possible except under such a great irrigation system as is here inaugurated.

Work and pay for men and teams, mainly for four-horse teams, will continue for years. It will require six million feet of lumber to provide for weirs, drops and distributors, and hundreds of miles of ditches are to be made. Teams to haul lumber and freight, make ditches, plow, cultivate, harvest and the like of that will be required, and settlers can meet their payments for land and water and live well from these earnings.

From the Salt River Valley

A personal letter from Mr. F. Leighton dated at Phoenix June 5, contains the following news items of crop conditions in that section:

We are getting a little dry over here in the Salt River Valley. Farmers have the first crop of hay harvested and are now cutting the second crop. The first crop was the heaviest for years.

Melons are just coming on and promise to be good.

Times are better than one year ago, and every man who wants work has little trouble to find it.

Turn the Imperial canal over into this valley and we are all right.

JUST BEFORE GOING TO PRESS

W. F. Holt, after a business trip of several days to Los Angeles and Redlands, returned to Imperial Thursday.

Mrs. H. L. Frost arrived here Wednesday from San Diego. She will spend the balance of this year in Imperial with her daughter, Mrs. H. C. Reed.

I. W. Gleason, who was in this country several days last week, left for his home in Riverside last Sunday.

Bishop Johnson and Rev. Henry B. Restarick are expected to arrive here today from Los Angeles.

Millard F. Hudson left here last Saturday for Los Angeles. He goes from there to Oakland, where he will visit his family several days.

J. E. Brown of the firm of Brown Bros., representing the Imperial Land company at San Bernardino, was here latter part of last week.

The work of construction on the lumber sheds of Holt Bros. was completed Thursday and yesterday the force of workmen was transferred to the work of constructing the Christian church.

At a meeting of the board of supervisors last week M. F. Hudson was appointed justice of the peace and Wesley Patton constable for the Imperial township.

E. J. Patterson of East Highlands, was in the Imperial country latter part of last week, with a view to locating land here.