

**THE IMPERIAL PRESS**

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ENTERED AS SECOND CLASS MATTER

SATURDAY, APRIL 4, 1903

**MAKING A NEW COUNTRY**

From all accounts, the work being done in the Imperial section and that which is projected for other localities along the Colorado is attracting greater attention than any colozination movement since the opening of Kansas to settlement. It is becoming widely known that along this great river is the possibility of creating a region unequaled in America in productive power. Yet with all that is being said, the fact must be forced on the attention of the public that this land is absolutely worthless without water. In Imperial valley water is being provided in abundance, and some other sections are getting water, but most of the country rests on a basis of speculation as to what the national government will do in the coming years. A press dispatch says:

"If present indications hold true, one of the greatest "land rushes" of modern date in the west will storm the United States land office at Los Angeles in June when the million acres of land recently restored by the government to public domain, reaching from Mojave to the Colorado river, is thrown open to entry. The land office is receiving nearly 200 letters a day, coming from every state in the union. One of the letters from New York state, requests the fullest details, stating that the writer is planning to settle a colony of 10,000 ranchers on the desert if he can locate upon the ground floor of the agricultural sections along the river.

"A pilgrimage to the rich section along the Colorado river to be included in the operations now in progress under the provisions of the national irrigation bill has set in. These sections contain the choice bits sought by the public, and prospective settlers are looking the ground over and making applications. Desert

land comprises the vast majority of the acres to be opened to settlement, and has very little value until water is turned upon it."

**OPENING OF RAILROAD**

As the last form of the Press is closed Saturday morning there was received a telegram stating that regular train service will begin on the Imperial line on Friday, April 10th. It is stated that a new schedule will be put into effect on the entire Southern Pacific system Friday, and that the Imperial train is provided for in that schedule. A passenger car was dropped off at Old Beach Thursday evening, and for the time being it is understood that there will be two mixed trains a day over the road, this having been considered preferable to having an exclusive passenger train and a freight train.

With the coming of train service there can be no doubt that the Imperial country will be visited by hundreds of people who have been awaiting better transportation facilities.

**COMING OF BRAWLEY**

Now the town site of Brawley is to be thrown on the market, and there is no doubt that a vigorous policy is to be followed by the new owner of the tract. That cannot be regretted by any person, but ought to prove a stimulus to the people of Imperial. There is room in the valley for good towns at Brawley, Silsbee, Calexico, Paringa and Eastside, as well as at Imperial, and a little rivalry will do us all good. It may result in stirring our blood a little, and leading the people of Imperial to add to the attractiveness of the town. If it does this, it will be good for the town.

The people of the town of Imperial naturally and with good reason have perfect confidence in the leadership of this town for the present and for all time to come. The central location of the town, its very name and the start it has secured are ample, if the people are alive, to secure its future, but that does not mean that there is not room for a number of other good towns in the valley, and Imperial can afford to be proud of the active and energetic sister city to the northward.

The Southern Pacific Company has issued what it terms the "Big Tree Book" which contains a large number of exceptionally fine views of the big trees of California. This railroad is doing a great work in making California known to the world.

**SAN DIEGO CONGRATULATED**

San Diego, according to the Union, has been receiving hearty congratulations from many sources on the promise of the building of the Panama Canal, it being taken for granted that the canal will be of great benefit to that city. There are two very plain propositions, it seems to the Press: First, that the entire Pacific coast will be benefitted; and second, that San Diego can, under one condition, receive more benefit than any other coast city. That condition is that it has improved facilities for shipping goods to and from the interior. Without a new railroad, the main benefit of the canal will go to San Pedro, which means Los Angeles. Until the future of the San Diego and Eastern road is determined congratulations extended to San Diego seem rather premature. Imperial has much to gain by the building of the projected railroad to San Diego, and it is hoped that city can figure out a way to build it.

**FAREWELL TO THE DROUGHT**

At last the long period of dry years in Southern California is ended. This does not directly affect the Imperial Valley, where no one wants to see it rain, for no dependence is placed on the rainfall. But it does concern every other portion of Southern California. Stormy weather has prevailed last week and this week along the coast, with the result that in most cases the total precipitation for the season is brought above that of the average normal rainfall preceding the series of dry years.

Semi-drought is no new thing in California, though such periods come only in long series of years, with wet periods intervening, and the way things are working out we may not be surprised to find this season give some sections more water than they need.

**NEGROES COMING**

Reports are to the effect that negroes are coming in droves from the South to California under the colonist rates now offered by the railroads. It is estimated that this spring's arrivals will number fully 15,000. While this is making cheap labor scarce in the South, it is providing laborers needed in the fruit growing sections of California. It is even doing more than that, in aiding in solving the negro problem of the South.

**BEEF TRUST FINED**

Five of the largest meat packing companies have each been fined \$5000 by the Missouri Supreme Court for being members

of a combine to maintain prices. They must pay the fine or leave the state, and some of them have large plants in the state. This is one of the hardest blows the trusts have yet had, and it is notable as coming from a state law. While the politicians have been trying to dodge the trust issue, popular sentiment is forcing them to act, and considerable progress is being made.

**LOWER FREIGHT POSSIBLE**

There is a feature of the Panama canal project which is apt to receive less notice than it deserves. The Government, so soon as it completes the deal with Colombia, will acquire the Panama railroad, which has heretofore been run in a way to create a virtual monopoly of the carrying trade between the Pacific Coast and ports on the Atlantic and Mexican gulf coasts. When the Government acquires the railroad its privileges will doubtless be open to all ship owners on equal terms. This may lead to lower freight rates, which the railroads will be obliged to meet.

**Saw the Country**

H. T. Richards, chief engineer of the projected San Diego and Eastern railroad, was in the valley for some days, returning home Thursday, though his mission had nothing to do with railroad matters. He went down into Lower California and saw the famous bore of the Colorado river, where the tide comes rushing up stream. He described the sight as suggestive of a tidal wave and as making a great roaring noise. He noted incidentally what the Southern Pacific surveyors had done, though his mission had nothing to do with railroad matters. Mr. Richards is a good deal of a philanthropist, and he takes great interest in the welfare of the Cocopah Indians, and in their interest he looked over a good deal of ground they inhabit. It so happens that this is the same country the surveyors of the Southern Pacific railroad recently traversed, but Mr. Richards' visit had nothing to do with railroad matters. The growth of the Imperial settlement is of course of great interest to men connected with the San Diego and Eastern railroad, and Mr. Richards looked the country over very carefully, making many inquiries regarding the growth of population, etc., and had it not been for the fact that his visit had nothing to do with railroad matters it might be presumed that the engineer was simply making a general resume of conditions in the interest of the railroad.

It may be worth while to state that this visit had nothing to do with railroad matters.

**Notice to Contractors**

Notice is hereby given that bids will be received by Imperial Water Company No. 1 for the construction of one mile of canal as follows:

Beginning at the center of Section 1-15-14, running one half mile west, thence one half mile north to township line. Cross section 6 ft. x 16 ft. Levees 2 ft. wide on top, and to be smoothed off on top. Ground to be plowed under levees. All slopes two to one. All work to be done to the satisfaction of the Superintendent of the Company. Bids must be in by 12 o'clock noon, April 10, 1903. The right is reserved to reject any and all bids. IMPERIAL WATER CO. No. 1, By Thomas Beach, Supt.