

THE IMPERIAL PRESS

"Water is King—Here is its Kingdom."

VOL. V.

IMPERIAL, CAL., SATURDAY, SEPTEMBER 23, 1905.

NO. 23

Published at the center of the greatest irrigated territory in America, in the heart of the Colorado desert, San Diego county, Southern California, 67 feet below the level of the sea. Under present canals, 250,000 acres: under irrigation system when completed, 400,000 acres. Adjacent to irrigated land in Arizona and land to be irrigated by the National Government from the same grand Colorado river which will make a combined body of more than a million irrigated acres.

PROGRESS OF THE WORK

Observations Made And Conditions Noted At The Imperial Intake And Hanlon's Heading

Visit Of PRESS Representative To Colorado River—Success Of Efforts To Control Water Only Matter Of Short Time—Rock Deposit Near Headgate Removes Grave Difficulty

On August 5th we published an account of the Imperial canal heading on the Colorado river, as learned by observations made on the ground on July 30th. At that time we made a trip to the headings in company with Mr. C. R. Rockwood, and had the state of affairs and the plans of the California Development Company for controlling the water and turning the river back to its old channel, fully explained to us. The plan then was to make an excavation to one side of the main channel of the Imperial canal, install the headgate in that, then turn the water through the headgate and dam up the channel, when, the water being all passing through the headgate would be under control, as it could be shut off or turned on merely by opening or closing the gates.

These plans we fully explained in our issue of August 5. The only possible obstacle that would seriously hamper the success of these plans would be the presence of quicksand and the difficulty of cutting the excavation for the headgate. And this was just what has been found. During the past two or three weeks several conflicting reports have gained circulation in the Valley concerning what was being done at the intakes and what difficulties were being encountered in the work of shutting off the water and getting it under control. As our people are more concerned regarding this matter than any one else, and as we are unwilling to take our news second hand, we made the trip to the intakes again and saw for ourselves what is being done, what has been done and what must yet be done before this undertaking is completed.

In company with Mr. Lawrence of the Standard we left Imperial on last Saturday afternoon, train bound for the scene of operations. At Brawley we were joined by Mr. Witter of the News, and this the editorial trio journeyed to the historic town of Imperial Junction erstwhile known as Old Beach. Arriving there we found the overland had become the overlate, being reported first four and then nine hours late. So we went to bed and slept till they got the wreck cleared away and the trains released. We got away from Imperial Junction 5:30 Sunday morning on the Golden State Limited and arrived in Yuma about 7:30.

After breakfast, which both for quality of food and uncleanness of service, was enough to cause remark even in Yuma, we sallied forth to see how we might proceed on our journey. We found Yuma in gala attire. Indians and Mexicans celebrating in their bibulous and nosy way, the birthday of President Diaz and independence of Mexico.

This state of affairs made a great dearth of laborers, and it was only by invoking the aid of that argonaut of Colorado river steambot man, Captain Jack Mellen, that we were able to get a skiff and a boatman and proceed on our trip. Captain Mellen was just about completing the work of loading his barge with the last of the lumber and material for the new headgate at the Imperial intake, and bore the proud distinction of being the only man in Yuma who could get the Indians and Mexicans to work.

Wegot away from Yuma about 9 o'clock and proceeded down the river looking for Pete Gaines and the gasoline launch Gertrude at every bend, as we had learned in Yuma that he was expected to come up the river that day.

Arriving at the old intake at Hanlon's we landed and went ashore to see what was to be seen at that point. Here we found Mr. Martin, an expert in the construction of cement and steel headgates. He has charge of the operation of putting in the permanent headgates of cement and steel which are to be in-

stalled at Hanlon's, about a quarter of a mile above the Mexican line, and in the United States. Here Mr. Martin was boring for bed rock and had found it at a depth of only fourteen feet. He also found an entire absence of quicksand in the soil covering the bedrock, it being a blue clay of the very stiffest consistency.

He was very enthusiastic over the proposition of putting in large headgates at this point, declaring that conditions could not be more advantageous. From him we learned that the plans for these gates at this point have already been drawn, and that it is the purpose of the company to proceed with their construction without delay. We learned later that Mr. Martin will have charge of the work and that it will probably take a year to complete it. When completed it will be as solid as Gibraltar, built of cement and steel and with the everlasting bedrock for a foundation. We did not learn the size this gate will be nor any of the details of its plans, but there's no doubt whatever that it can be put in at this place and made to control the water with absolute certainty and security.

Proceeding on to the camp we found Mr. Gaines, who had just come up the Imperial canal in the gasoline boat. We laid our case before him and found he had not been informed of our coming and had consequently not arranged for us to make the trip to the lower intake where the matters of greatest moment are to be seen. However, as he had two or three hours business with the Mexican custom officer at the boundary arranging for passing the barge load of lumber, piling and materials that Captain Mellen was loading at Yuma for use on the lower headgate, he sent us down the canal to the place we wanted to visit in the gasoline launch.

It will be remembered that the Imperial canal really heads just below the Mexican line in Mexico, and runs in a generally southwestern direction for about four miles, when it joins the great channel that has been washed by the turning of the entire river through the lower intake. This canal is about 80 to 100 feet wide and was dug with the dipper dredge, and has not been washed out or changed materially by the floods.

It is a beautiful stream, running along with an even current between willow lined banks. The engineer of the launch told us that it was much easier to run the boat in the canal than in the river and that they always travelled in the canal. We made the four miles from Hanlon's down to the lower intake channel in about thirty minutes which is "going some" for a chugboat. Arriving there we crossed the channel and landed on the south side where the camp is located. Here we met Mr. Best, who has charge of the work at this place under Mr. Gaines.

Looking around for results, one cannot but feel disappointed in that so little of tangible progress is visible to the naked eye. However when we come to figure up what has been done in the seven weeks since we visited this place before and a number of very essential things that had to be done first and which necessarily would consume time have been done. The great dipper dredger had to be overhauled and put in repair before the excavation work could begin. This was done and the machine set to work on the first plan, that of putting in a headgate and then turning the water through it. While working on this, the river declined so that the banks where the dredge was digging got to be twelve feet high. The soil was soft and of a quicksand nature so, with the high banks, the quicksand and the soil, the crane of the dredge

could not throw the mud far enough and it would slide back into the cut. This forced the abandonment of this plan and the adoption of the proposition to cut "shoo flies" around the main channel to carry the water and then dam the main channel and build a headgate in it. In pursuance of this plan the dredger was moved to the north side of the channel and has cut a hole from a point on the canal about 100 yards north of where it intersects the intake channel, easterly for about 800 feet and when we were there it only lacked about 150 feet of being through to the main channel.

This cut will be for a passage way for the water now flowing in the intake channel when the dam is put in to turn out the water and make a place to put in the headgate. A powerful pump was seen to be necessary when the putting in of the headgate come to be done so the old hydraulic dredge was put into thorough repair and an immense centrifugal pump installed on it to be operated by its machinery. If the by pass that is now being cut by the dredger proves to be inadequate to carry the water in the channel when the dam is put in, it is Mr. Gaines' intention to have the dredger complete the cut they abandoned on account of the quicksand sliding in. This was caused by the great height of the banks. He will overcome this by building a small dirt dam in the cut behind the dredger and have the other boat with its centrifugal pump throw enough water over this little dam to float the dipper dredger at such a height that it can handle the dirt successfully and not be bothered with it sliding back into the cut. It seems to be certain that side cuts, "shoo flies," by passes, or whatever is proper to call them, can be made and the water turned out of the main channel of this lower intake, and by the construction of two dams and the operation of the centrifugal pump, the bottom of this channel can be bailed out and made ready for the installation of a headgate in it. It must be borne in mind however that this is a quicksand bottom and that the channel at this point is 300 feet wide and about twenty feet deep, also that the headgate here installed must be a powerful one for it must stand an enormous strain. It will be located about 3000 feet back from the old channel of the Colorado and if the water is to be turned down that channel again and made to follow its old course to the Gulf, this headgate must bodily lift the whole stream for four feet or more even in ordinary stages of the water.

The consensus of opinion among all the engineers is that in order to make a headgate, installed in such conditions and required to perform such work, absolutely safe it must have plenty of large rocks to sink in the sand for a foundation and to floor the channel for an apron both above and below the gate. Every engineer with whom we have talked has given the opinion that with plenty of rocks the work could be done while without them it was doubtful. The great problem has been how to get the rocks and transport them where needed. The Southern Pacific has seriously contemplated building a branch road for this purpose and carrying the rock to the headgate on their cars. The great drawback to this was the time it would take to build the road. However, while those in charge were in a distracting dilemma hardly knowing which way to turn or what to do, the Colorado river was working on the problem in its own way. And the Colorado has a way of working on its problems and it is noted for always bringing the right solution, too. It will be noted that from the point on the old

channel of the Colorado where the lower intake leaves it, the distance is just about a mile and a half directly west to the bluff of the sand hill covered mesa which skirts the bottom lands all down through this part of Mexico. The Imperial intake has for some time been carrying practically the whole flow of the Colorado river and this volume of water washing against the face of this mesa bluff has swept away the dirt and sand and exposed a magnificent deposit of the best kind of sandstone, overlaid with a layer of cement gravel about eight feet thick. The sandstone has been tested and pronounced all that could be asked for the purpose of ballasting the headgate and making the works safe.

Nothing more fortunate could have happened at the present time to absolutely assure us of the success of this headgate or to insure the safety of our irrigating works. This deposit of sandstone and gravel is only 4000 feet from where the headgate will be built and there is an open river running between. The rocks can be quarried and dumped direct onto Captain Mellens barge and towed to the headgate by a steamboat with the greatest possible economy of time and expense. Mr. Gaines had Indians gathering up lumber to floor the barge with for carrying this rock. Captain Mellens next trip will bring the rest of the material for the headgate, the work of completing the by-pass for the water should be completed within a day or two after our visit everything would be in readiness for driving the piling and putting in the dam, and Mr. Gaines assured us that if we come back again in four weeks time we would find the water flowing around the headgate site, the dams all in, water pumped out of the pit and three crews of carpenters working day and night on the headgate which would be being constructed as fast as men could do it. He is exceedingly elated over the close proximity of the rock deposit and says that now there is no difficulty but what can be speedily overcome and that an absolutely safe heading and intake works are assured.

When asked how much time it would take, he said he could figure out how it should be done in two months, but that he wouldn't say it would be done that soon. About January 1 was the verdict of the newspaper men present. After looking over the ground, viewing the big pile of material stacked up on the bank for the headgate, visiting the place where the caving sand forced the dredger to abandon its undertaking and getting a good idea of matters generally, we were invited to camp by Mr. Best and seated to such a meal as one would be surprised to get under the circumstances. The boys on the Imperial headgate live well, and for once in a week the editors got a square meal. Editor Lawrence tarried so long at the tapioca pudding that the return trip was delayed for several minutes. However he finally disposed of his third "help" and the return journey was taken up. It took just one hour to make the four miles to Hanlon's Heading up the canal. There we took on Mr. Gaines and the boat we came down in and returned to Yuma, arriving there about 6:30 in the evening.

Commenting on what we saw and comparing present conditions with what they were when we made the trip seven weeks before, we can truly say that while the California Development Company has not made the progress Mr. Rockwood hoped for at that time and while there is no doubt but that lots of time, energy and money was spent on work that proved useless and plans that failed, still substantial progress has been made and with the fortunate disclosure of a sandstone deposit so close to hand, there is absolute certainty of the success of the work. The lower intake will be closed doubtless by the first of January and the water put under complete control. The final permanent headgate at Hanlon's will be a matter of slower growth and may take a year to complete. But of the ultimate completion of both and their successful control of the water, there can be no doubt. These, with the levees that must be built to keep the flood waters in bounds, will make Imperial Valley the best supplied and safest irrigated district in the United States.

PROFESSIONAL CARDS

D. A. G. TOPRAHANIAN, MD, DDS
Dentist and Oral Surgeon
Crown and Bridgework a Specialty
Over 1st National Bank. Imperial, Cal.

L. T. HALE, D. D. S.
Graduate & Licentiate Dentist
Here to stay. Parties from outside points will have their car fare deducted from dental bill. Office in Garner Block
Imperial - - - California

GEO. H. P. SHAW, ATTORNEY AT LAW, Imperial, California.
Office upstairs in Imperial Land Company's building.

F. N. BURLEIGH, ATTORNEY AT LAW, Imperial, California.
Abstract certificate of title to all property in San Diego County, protected by \$100,000 fully paid up Capital Stock.
Insurance—Conveyancing.

FARR AND McPHERRIN
Attorneys at Law,
Land Law a Specialty
Garner Block Imperial, Cal.

J. I. SHEPHERD, ATTORNEY-AT-LAW. Office, corner Sixth street and Imperial avenue, south of the Press office. Entitled to practice in all the Courts of the State, Department of the Interior at Washington, D. C., and all the bureaus thereof.

H. N. DYKE, ATTORNEY-AT-LAW, Imperial, Cal.
Contracts and legal papers of all kinds carefully executed.

Brown's Express and
BAGGAGE DELIVERY
D. A. Brown, Prop. Stand Cor. Ninth and Imperial Ave. Phone Res. 159.
Trunks 25c in city, 35c outside. All orders carefully attended to. Trunks stored: 25c a month.

IMPERIAL BAKERY
HENRY G. KERKER, Prop.
Wholesale and Retail Baker
NINTH ST. TRY OUR GOODS

JAS. T. MOORE
Candy and Ice Cream Parlors
Best Ice Cream in Town Soda Water and all
Melons and Berries :: Kinds of Soft Drinks

Everything Fresh and First-Class
Electric Fans to Cool You At—
JAS. T. MOORE'S ICE CREAM PARLOR
Imperial Ave - - Between 8th and 9th Sts

We Did't Bribe The Doctors
They stick up for our store and send their prescriptions here because they can rely upon us, and because
They Get The Best Results From Prescriptions That We Fill
Remember this: It restores confidence when you're sick
H. A. F. MILLER
Prescription Druggist Phone 37

IMPERIAL POOL AND BILLIARD PARLORS
Finest Line of Cigars, Tobaccos and Soft Drinks Always On Hand :: ::
H. E. GROVE
Opposite Post-Office

TIME IS MONEY—YOU CAN DO BOTH, SAVE TIME AND MAKE MONEY.
If you run a combined harvester, threshing machine, header or hauling grain or hay to the cars, whether you work for some one or for yourself, you can not afford to lose time. Perchance you may be calculating a trip to the Coast, and surely you ought to be on time or you'll miss your train. The only way to be on time is to get one of those ELEGANT TIME PIECES SOLD BY THE IMPERIAL JEWELRY CO. Or have your own watch put in order, to keep accurate time. Remember that we guarantee our work and will compete in price and quality with any dealers from Chicago to San Francisco. We will not let them undersell us.
IMPERIAL JEWELRY COMPANY