

THE IMPERIAL PRESS

"Water is King—Here is its Kingdom."

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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.

OUR FRIENDS ARE ALERT

Movement Against Colorado Grabbers Assuming Formidable Proportions

Strong Sentiment Shown by Business Organizations—The Press and General Public Against Move to Defeat Reclamation Work on Lower Colorado River

In our issue of the Press of Sept. 16th we took up the matter of one, D. H. Moffatt, a multi-millionaire of Denver, who, through his control over the Colorado courts is trying to prevent the carrying out of the plans of the Reclamation Service for the control of the waters of the Colorado river. Some of our readers criticised us for publishing this, on the ground that we were setting up an impossible contingency, that the Reclamation Service could handle the matter all right, and defeat Moffatt and we were injuring the Valley by calling attention to the subject. Regarding this proposition we would say, that within a few days of the publication of the matter in this paper the subject was mentioned and the statistics used in every Los Angeles paper and in the papers of San Diego, Riverside and San Bernardino as well.

Also those of Phoenix and Tucson, Arizona. The Los Angeles Herald and Express published editorials on the subject, strongly advocating prompt and decisive action to give the Reclamation Service the power to control the entire water sheds of the rivers of the arid land states, with power of eminent domain over all property needed for their projects.

The Times published a lengthy article, giving all the statistics enumerated in our article and a good many of its facts and urging action on the part of the Los Angeles people in regard to the matter.

The San Diego papers gave the matter considerable space and protested against such a flagrant violation of the public welfare in favor of a rich and unscrupulous millionaire.

The Phoenix Republican, after giving the facts and statistics, adverted to the movement in the Southwest against this action of the Colorado Court and in a review of our article of September 16th, quoted liberally from what we had to say and characterized the entire matter that we published as being a singularly truthful comment on Colorado political conditions. They also strongly supported the move for organized opposition and protest from the people of California and Arizona.

The Tucson papers published the statistical matter concerning the detriment such course would be to the development of the country along the lower Colorado and gave the movement to overthrow Moffatt, their hearty support. That the matter is considered of great importance to the welfare of Los Angeles by the business men of that city is shown by the following, from the Los Angeles Herald of last Friday, Sept. 22nd: "The Los Angeles realty board at its semi-monthly meeting and luncheon recently took formal action relative to the ultimate reclamation of possibly a million acres of California land now classed as desert waste and for United States control of hundreds of thousands of similar acreage in other states.

As a result of the interchange of views on a subject fraught with great interest not alone to Los Angeles, but to the state and nation, and after the facts relative to a recent lawsuit in which the United States government was defeated by a private railroad corporation were laid bare, the realty board, by unanimous resolution, authorized the appointment of a committee to include the president of the board, for the purpose of conferring with Senator Flint and Congressman McLachlan and if advisable arouse public opinion and secure legal aid in protecting the interests of the people.

COLORADO RAILROAD VICTORY.

Brief telegraphic dispatches told recently of the victory achieved by the Denver & Northwestern railroad, known in Colorado as the Moffatt road, over the United States in a suit involving the right of way through the Gore canyon in northwestern Colorado. A similar right of way in Brown's park is also involved.

The United States reclamation service had located reservoir sites at these points. The railroad and the reservoirs could not both utilize them.

The United States claim is that enormous public benefits are dependent upon the reservoirs; that without them perhaps a million acres can never be reclaimed from the desert, which, under irrigation that is entirely feasible by means of these reservoirs, can be made to equal the fondest dreams of the founders of the Imperial country, and that the Moffatt road can just as well change its route and get through the mountains without monopolizing these particular canyons.

In fact, it is understood that the United States surveyed another equally practicable route and brought it to the attention of the railroad officials, who it is intimated had reasons other than those alleged by them for desiring the monopoly.

INVESTIGATION INSTITUTED

The importance of the reservoirs to California and Arizona, and even to Colorado, seems to have been ignored by those most concerned. When the subject was brought to the attention of some of the officers of the realty board it was decided to make a thorough investigation of the subject, and as a beginning the board invited J. B. Lippincott, engineer at the head of the United States reclamation service in this district, and J. Donald Campbell, an irrigation expert engineer, who, until the last four years, was a resident of Colorado, to attend the board meeting yesterday and aid in elucidating the problem.

Mr. Lippincott, whose name has become very familiar lately in connection with the Owens river water proposition explained that as a United States official his utterances must be somewhat restricted. He confined the statement already made as to the contention of the United States in the suit above mentioned, however and explained that reservoirs below the Grand canyon of the Colorado are not feasible and that consequently while 400,000 acres are irrigable perhaps without the reservoirs in question as much as 1,000,000 acres could be irrigated in dry years by such regulation of the supply, while in wet years the amount conserved above the average would be applicable for increased future use and as a provision for emergencies.

COLORADO OPPOSITION ASSURED

Mr. Campbell considered Mr. Lippincott's estimates very conservative and declared as a former citizen of Colorado his belief that the people of Colorado, when impartially informed as to the facts in the case, would oppose the efforts of the Moffatt interests to deprive the government of the opportunities for reclamation offered by the proposed reservoirs.

Without taking into account the immense acreage in other states affected, it was stated, the ultimate triumph of the railroad would mean the loss of half a million acres of land tributary to Los Angeles alone, an amount of acreage equivalent to double that now under

irrigation in Southern California.

Mr. Campbell said that he agreed with the remarks of several members of the board, who expressed the belief that no subject of more public importance than this could demand the attention of the realty board. From his personal knowledge of conditions in northwestern Colorado he confirmed the statements already made.

It is almost certain that an appeal will be taken from the decision of the court in Colorado, under which the Moffatt road assumes to have acquired sole control of the sites in question, and it will be the purpose of the committee of the realty board to arouse other public bodies and the people of Southern California at large to the importance of representation of their interests in the case, providing that further investigation justifies such action.

The Los Angeles Chamber of Commerce, which is one of the most powerful organizations of its kind in the United States, is also taking up the matter and no doubt at their next meeting will throw their great influence into the fight for the development of the lower Colorado. Senator Flint and Congressman McLachlan have been interested and will take up the matter in Congress and do valiant service for the people against the graft and craft of Millionaire Moffatt. And Governor Pardee has asked the Reclamation Service for a detailed report on the situation, giving all the facts.

It is understood to be his purpose, on receipt of this information, if the importance and seriousness of the matter seems to warrant it, to ask the governors of Nevada and Arizona to join with him in calling a convention to meet at Los Angeles some time before Congress convenes and organize to ask such legislation as will defeat this scheme of Moffatts. From this it can be seen that our powerful friends are aroused and the crafty, grafting Moffatt will be met and overcome. But our people are interested in this movement and it is right the Valley papers should discuss it and keep our people posted on such matters from the standpoint of the pioneer home builder, battling with the desert, in the integrity of whose heart and strength of whose arms all the hopes of the future are contained.

IMPERIAL PEOPLE INJURED

Los Angeles Automobile Disaster Injures Prominent Valley People

The Los Angeles papers of Tuesday last all contain accounts of the deadly work of the automobile and the miraculous escape of some and serious injury of others in a mix up on the streets of that city in which Imperial Valley people played leading parts. Mr. E. K. Green, who was driving the automobile at the time of the disaster, is the owner of a fine farm near Keystone, four miles north of Imperial, and his son, Floyd E. Green and wife, have lived there for a year or more past. The son and wife had been spending the summer in Los Angeles. This disaster is only what might be expected, as when people get to running automobiles they get speed crazy and their only ambition is to make the telephone poles look like a picket fence.

"Five victims of automobile speed mania, two screaming women, a year-old baby and two men were hurled to the sidewalk out of E. K. Green's touring car on East First street yesterday. Sam

King, a sixth victim, and the most unfortunate of all, lies at the point of death in the Emergency Hospital.

E. K. Green, a wealthy engineer of 1504 West Eighth street, according to witnesses, was racing down East First street. At a curve in the street he steered across to the wrong side of the roadway. The machine struck King, an oiler for the Los Angeles railway, and tossed him twenty feet. King fell on his head, unconscious.

Meantime Green had swerved his automobile to avoid running over King and the machine crashed into a telephone pole. Two screams rang out from Green's wife and daughter-in-law as they were thrown to the sidewalk.

The baby fell on its head. Its escape was miraculous, as it was only slightly scratched. All the others were bruised and violently shaken up.

Witnesses say that Mr. Green was racing his machine with one driven by G. E. Platt, vice-president of the Belle-Vernon Farms Company. Both were going west and turned the curve on the wrong side of the road.

In the automobile with Mr. Green were Mrs. E. K. Green, Floyd Green, Mr. Green's son, Mrs. Floyd Green and the infant girl.

STRUCK WHILE AT HIS WORK.

Mrs. E. K. Green was severely shaken and her right arm badly wrenched. Floyd Green's hand was sprained, but his wife was only slightly bruised.

Sam King, who lives at 3218 East First, was standing at the corner of East First street, where the old power house was located. The street turns there and King was at the bend. As he stepped into the road to oil the car tracks the auto cut sharp across the corner. The lamp of the auto struck King, doubling him up. Mr. Green then swerved the machine, and in doing so struck a telephone pole. The front part of the car was smashed and all the occupants thrown out.

Nearly all the witnesses agree that Mr. Green was racing with Mr. Platt.

Mrs. Ida Gardner, who lives at First and Breed streets, said:

"I saw both automobiles speeding down First street. The red one, owned by Mr. Platt, was in front, going at a rapid rate. The one behind was trying to keep up and I don't think the man in front knew that the other one was racing him. I said to my husband that some one would get hurt by one of those autos when they struck that bend in the road. I wasn't a bit surprised when I heard of the smashup."

Mr. Green denied that he was speeding. But he admitted that he turned the curve on the wrong side of the road. "It makes me furious to hear these people talking like that about the rate I was going at," he said. "I was not driving too fast. I was just coming along at an ordinary rate, driving very carefully, as I always do."

Mr. Green and his family were coming in from Santa Ana. Floyd Green and his wife live in the Imperial Valley and were coming in to spend a few weeks with their parents.

Mr. Green formerly was known as the only windmill man in Los Angeles. He has made a fortune out of windmills. He first introduced them into Southern California. His plant was at the corner of Buena Vista and Ord streets. He sold out a few years ago and became a consulting hydraulic engineer, residing at 1504 West Eighth.

The ambulance carried Sam King to the Emergency Hospital at once. He was found to have sustained a fractured skull, a dislocated shoulder and bruises all over his body. His condition is precarious, say the doctors. He is expected to die at any minute. The Green family went home in another auto and Mr. Green had the damaged machine taken to the garage. Repairs to it will cost about \$200.

Sam King lives at 3218 East First. He has a wife, but no children. Detective Shearon has begun an investigation of the accident. It is expected that the Los Angeles Railway Company will take steps to prosecute Mr. Green in case it is found he violated the ordinances. Mr. Green, however, declares the man will not suffer without recompense."

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