

# Imperial Dress

AND FARMER.

"Water is King—Here is its Kingdom."

VOL. 1.

IMPERIAL, CAL., SATURDAY, MARCH 8, 1902.

No. 47

## Rock Island's Extension.

A few days ago much interest was aroused by a special dispatch from Chicago, telling of the departure of the president and other officials of the Rock Island railroad for El Paso and the Pacific Coast, and giving reports current in Chicago about plans of that system to extend its lines to San Diego. The information given in that dispatch came from the Chicago Record-Herald of Feb. 18, which has just come to hand. It contains in addition to the matter already published in these columns the following interesting statement:

"The Rock Island may not have the remotest intention of building to the Coast, but if so business men generally in the Southwest are greatly deceived. It is stated that all the surveys have been made and that the line of the new road will tap some of the richest mining territory in the Southwest and take the heart out of a great deal of Southern Pacific territory. In addition to this, it will run through portions of the Gila and Salt River Valleys, which the government has determined to reclaim by irrigation."

If building to the Coast were a great undertaking, there might perhaps be reason to suppose that the Rock Island will not soon do so. But with the road already at El Paso, an extension to San Diego is comparatively easy. In fact by taking advantage of the branch lines, built or actively building in New Mexico and Arizona, the gap to be filled between El Paso and Yuma is a small one. The surveys made by the San Diego-Eastern show that the extension of the line from Yuma to this city would not be a serious matter. Of course the real plans of a railroad are positively known only when the few highest officials choose to divulge them. But bearing in mind the fact that the trade of the Orient is the prize for which railroads are now reaching out, it certainly seems very improbable that the Rock Island will extend its lines to within a few miles of the nearest port for that trade and go no further.—San Diego Union.

## Alfalfa.

Alfalfa was formerly called in Spanish "alfalfez," but in Arabic it was "alfafacah," which means "the best kind of fodder." The Latin name for alfalfa is *Medicago sativa*, while the French call it *lucerne*, by which it is still known among the Canadians and the Mormons, and the South Americans are content to call it Chilean clover.

Strange as it may appear, Webster's dictionary contains, but does not define, the word, although the more modern lexicographers are kind enough to take it up and speak of it as "the best kind of fodder."—Phoenix, Arizona, Stockman.

## Correct.

If the people of the thriving town of Imperial are to be believed, the political agriculturists from Washington who recently reported on the soil of that section came nearer to being extinguished than distinguished.—Pasadena Star.

## A Good Melon.

A "Rockyford" canteloupe, when ripe, has silver-colored lace-like netting, weighs about 1 $\frac{3}{4}$  pounds, has small yellow seed cavity, solid flesh, and tastes like a combination of all the good canteloupes you ever knew.—Los Angeles Fruit World.

## LEADING MEN OF THE IMPERIAL CANAL SYSTEM.

No man in America has spent so much time studying the Colorado Delta and the Colorado River and an irrigation system to be formed by bringing together the two elements of land and water there found, as has C. R. Rockwood.

It was in 1890 that Mr. Rockwood first became connected with a proposition to irrigate the Delta desert lands. He was chief engineer of the Company then formed to take water out of the Colorado River at the Potholes above Yuma, carry the canal in a southwesterly direction past Pilot Knob Station, irrigating several thousand acres of the Yuma Indian Reservation, and then crossing the International Boundary Line near the Hanlon Ferry, and after dropping the water for twenty feet or more forming a magnificent water power, the canal was to



C. R. ROCKWOOD, C. E.

CHIEF ENGINEER AND SUPERINTENDENT OF CALIFORNIA DEVELOPMENT CO.

be extended around through Lower California and back again into the United States to irrigate what then was supposed to be the Colorado Desert, but which is now known to be a vast tract of fertile land needing water only to make it very productive, and now recognized by the name of Imperial Settlements.

The financial storm of 1892 swept that Company out of existence. It struggled to save itself for a time, but finally the attempt was abandoned, and in 1896, through the efforts of Mr. Rockwood, The California Development Company was incorporated under a better plan of operations and under a better management.

During the period of financial depression, running from 1892 to about 1899, there was very little use of trying to float any great enterprise which required money and nerve to make it a success. However, in the Spring of 1900 the Company was partially reorganized, new blood

and new life was infused into it, and the work of construction was pushed forward practically on the lines laid down by Mr. Rockwood when the California Development Company was organized in 1896. This plan was to take the water out of the river at the Hanlon Heading, instead of going further up the river and making the diversion at the Potholes.

The wisdom of his plan of operations has been fully demonstrated. The people were simply waiting for that country to be supplied with water in order that they might take up the Government land in a wholesale way and convert a desert into a garden in a very short space of time.

Mr. Rockwood is again in his old position as Chief Engineer of this—the greatest irrigation system in arid America. He has earned that position by years of toil and waiting. He is an experienced civil and hydraulic engineer, and his twelve years of labor in this one direction is now crowned with success. Not only is the enterprise a success, but his friends who stood by him through so many dark days, and sustained his efforts financially and otherwise, have the satisfaction of knowing that his plans were built on a solid foundation, and that their contributions to the work will in the end yield them handsome returns.

## Small Leaks.

Milking streams of milk outside the pail.

Allowing the bread to burn while baking it.

Breaking the glassware by pouring hot water on it.

Patching old clothes that should go into the rag bag.

Overturning the ink bottle on the table-spread.

Throwing pieces of new cloth into the paper and rags.

Occasionally throwing out a teaspoon in the dish-water.

Using napkins for holders, dish-cloths or wiping towels.

Neglecting to keep the potatoes where they will not freeze.

Spending time in thinking what to do next instead of doing it.

Using every small board about the premises for kindling the fire.

Letting the suckers grow upon the apple trees year after year.

Spattering water on the hot lamp chimneys and thus breaking them.

Neglecting to drive the one nail that will save the fence from falling.

Cutting in too deep when taking the rind from off the slices of pork.

Not attending to the hogs' heads after butchering, before they spoil.

Throwing the clothes-pins upon the ground to become moldy and decayed.

Leaving the implements in the field all winter where they were last used.

Scraping iron kettles with silver knives, or toasting bread on silver forks.

Leaving pieces of hard soap in the tubs of wash water to be thrown away.

Not squeezing the grease well out of the hot scraps when trying out the lard.

Letting the apples fall from the tree and lie upon the ground until they are spoiled.

Making more tea or coffee at each meal than is used and throwing away what is left.

Allowing the hammock to hang in the sun and rain until it becomes faded and weakened in texture.—Farm Journal.