

GOOD FROM IRRIGATION

COLONEL R. W. MITCHELL GIVES VALUABLE STATISTICS.

Good Roads and Irrigation Will Double Oregon's Resources-- Yakima Ditch.

PORTLAND, Nov. 2--(To the Editor.)--There is probably no subject now attracting deserved attention more important than that of irrigation. It has a direct bearing upon the very existence and permanency of a vast region. At a time when it can be said that the arable lands of the Government are about gone...

Effect on Forest Growth. One of the most serious menaces now surrounding the arid farming regions is the increase in dryness over arid regions not under cultivation, and this has had a very serious effect upon the growth of trees and shrubs. It has been found that many of the soils of Eastern Oregon are of such a character that along irrigating ditches there is a spontaneous growth of various kinds of trees, some of them being of considerable value and the roots of which in a few years give a permanency to the embankments that could not be otherwise obtained. In addition to this, by the use of irrigation, groves and hedges can be raised, easily protected. These, although hardly necessary in Eastern Oregon, in other windy countries form a break against the force of the hot winds in summer and the blizzards of winter and when the country is once supplied with the protection afforded by an ample forest growth, it has a very desirable effect upon the climate, in making it more equable and in attracting and giving off more moisture.

Enhancement in Value. The enhancement in value of lands by irrigation is far above what would first strike an ordinary observer. The evidence taken by the United States Senate committee on irrigation as far back as 1889 shows that in no cases were the estimates in increase of value from adjacent lands not under irrigation or ditch less than \$2 to \$3 an acre, but the estimates generally run from \$15 to \$250 increasing and in exceptional cases, such as Southern California, the increase was 25 per cent beyond this. In Arizona as a rule land is of no value until irrigated. "Under ditch" and cultivated farm areas are worth from \$15 to \$20; fruit lands from \$15 to \$125. In California, having the advantage of a nearby market, irrigation increases the value of lands from \$5 to \$80 an acre. The increase in value in Colorado is from \$5 to \$400 per acre. The committee give the value of nonirrigated lands in Montana, Idaho and in Eastern Oregon at from \$1 to \$10 per acre; irrigated lands at from \$50 to \$500 per acre. This statement would not be complete unless the assertion follows which is borne out by the proofs that the value of the land as increased or enhanced is based upon 5 per cent of the value of what it will produce, including the cost of land and rate paid for water and the labor expended in raising a crop. In other words, it shows that land susceptible of irrigation and which costs \$125 an acre, ordinarily, may be made worth \$500 per acre, not because of the expenditure made in connection with irrigation, but because of the difference between its nonproducing condition at \$125 and its producing condition or capacity at the increased valuation. This is fair; it is not speculative. There is no surer basis of the valuation to be placed upon a piece of land than the profits to be derived out of the land, and when in this connection it is considered that the better conducted irrigation enterprises cost from \$1 to \$5 an acre and the increase is in the neighborhood of 500 per cent, no further argument seems necessary.

Irrigation in Mineral States. It must be admitted there are obstacles to irrigation in the mining states. This is not the fault of the people, nor a theory which is presented, it is rather a condition of affairs which originated in the State of California. In this, the first mining state in point of time, of the several states, the miners made local laws governing the use of water and these laws, in view of the local laws regulating the holding and working of mining ground, were at the time thought to be the best for the interests of the miners and for the business in which they were engaged. It may be assumed that at the time being these laws were based upon right and to a certain extent were equitable. The men making these local laws had had a better grip upon common law and their own interests than upon technicalities. The courts which were first called to pass upon these local laws respected them, not because of the votes of the miners, but because they recognized the conditions existing, and the Legislature, following the courts and being largely composed of men and lawyers recognized the fact that these local laws applied; that they recognized property rights, labor rights and the fruit of discovery, and for these reasons the local laws, in their gist at least, became state laws. Fortunately or unfortunately the other states or territories in which the local laws were found took cue from California and as a result all the states now known as "Silver States" copied and were controlled by the enactments of the Legislature. In the early days of California that state had incorporated into its constitution a provision declaring that the common law of England should be the rule of action in its courts and that that unwritten law which grew by right and day in the country in which no man ever thought of irrigation, declared that every bank owner had the right to use the water flowing along his bank "undiminished in quantity, unimpaired in quality."

This has given rise to much litigation, and where there is litigation an expensive luxury, and as a luxury, not enjoyed by anyone except the lawyer who profits hard for what he gets out of it--the works are curtailed and often the laborer does not get his hire, entailing more litigation in which labor is pitted against capital and mingled with litigation to its cost the second time. In no state has the class been more direct or more severe to either side than in California, and it is suggested to her sister states an avoidance of the causes that have led to these results. Broadly, but still plainly speaking, the operations of irrigation have no rights that mining operations should respect. As precious metals have the right to flow into how many years this call shall project as a license or right, remains with the majority of the people, but for us in the State of Oregon, with mines located contiguous to valleys that require irrigation, and which, when irrigated, shall blossom like the rose, the question is one of vital importance, and to this importance added the ever-present necessity of settling the question. Even if from a limited supply the miner wants water, and under our present system of laws and the construction of the courts, the irrigator cannot have it, it is an open question as to which is the better or the more valuable to a state or to a community.

Irrigation Succeeds Mining. Irrigation succeeds mining; not once in five hundred times is this reversed, but last once means wealth to the proprietor. How is that wealth spent? The miner is a spender, as a rule. Should his mine roll how is that wealth spent? The miner is a saver. The irrigation operator, on the other hand, is governed by the law of thrift; the law of working and earning, not by luck or chance. There is no use in being sentimental about this matter. We must look squarely in the face of the conditions and decide whether or not the farming community have a right to speak where the miner retires. By proper system of irrigation in any community--along the mountains and the hills to the miner where mines are most frequently found, there is no doubt that the products of successful irrigation properly protected and carried off on the field on the bank will contribute more to the happiness and prosperity of the West than all the gold and silver yet found on this continent.

Laws Affecting Irrigation. This assertion brings us back to the consideration of the laws under the irrigation and riparian rights. The decision of Judge Ross, of Los Angeles, is sustained by higher tribunals than that in which he sat, and will lead irrigation a blow that will require the education of the people and the scotching of speculation to overcome. Admitting that the riparian doctrine, as announced by Judge Ross, is the law, the question arises--Does the taking of water for irrigation is not for public use, in what manner can any rights to water be condemned for the use of the public? A man who has a right on a stream may say to the users of waters above him, "you have paid everybody else for the water; I want my pay also." In what a deplorable condition that would leave us. No matter how noble his land may be; no matter whether or not the use of water upon it would benefit it. That cuts no figure.

Least complications arise and costly litigation follow, it would be well for some statesman who may have been accidentally elected to the Legislative Assembly, to meet, to take up the subject, and in touching upon and frame an act which may be of benefit to the state and the people. It is fraught with importance. Existing laws are far from being clear upon riparian rights, irrigation or mining.

Engineer Should be Provided. The next Legislature should provide for a State Engineer to take charge of the roads of the state. The state, because of its peculiar topography, should be divided into two districts, the taking in the western and the other the eastern part of the state. The roads west of the Cascades require a totally different method of treatment from those of Eastern Oregon. The matter of bridge construction and repair receive but scant attention, but it is of great importance. The shedding of water off the roads, the prevention of washouts is but little understood. Practical methods should be put in vogue. The existing road supervisor should be sent away back and made to sit still. From long experience he can do the matter well.

THREE TRAINMEN KILLED. Fatal Boiler Explosion on the Baltimore & Ohio. BALTIMORE, Nov. 2--Three trainmen were almost instantly killed today by the explosion of the boiler of a Baltimore & Ohio locomotive at Hale Top. Traffic was delayed about three hours. The dead are Engineer E. W. Biggs, Fireman G. W. Hunt and Brakeman C. O. Stalling.

Golfer Lost an Eye. BOSSION, Nov. 2--A distressing accident occurred at the Country Club golf links in Brookline yesterday, as a result of which Mr. Herbert Jacques, well known in society, an enthusiastic golfer, and a prominent architect, has lost his left eye. A member of the Royal Montreal Club, who was responsible for the accident, which occurred at the first tee. Mr. Jacques was preparing to drive off, when he was struck in the eye by a ball from a distance of 100 yards. The Canadian player was trying to play out from a clump of bushes, and did not see Mr. Jacques ahead. The optic nerve was paralyzed and it became necessary to remove the eye.

Four Killed by Train. ELGIN, Ill., Nov. 2--Frank and Louis Schutte and Charles and James Woodrich were killed early today at Algonquin, Ill., when the milk train of the Chicago & Northwestern Railroad struck their carriage on the crossing of the main street of the village. All lived at Algonquin, and did not see the train on account of the darkness and the cover of the buggy.

AFRAID OF DOUKHBORS. Manitoba Doesn't Want Them--Sifton Says They're Harmless. OTTAWA, Ont., Nov. 2--Premier Roblin, of Manitoba, has telegraphed Clifford Sifton, Minister of the Interior, to prevent the Doukhobors entering Manitoba, because they would have to be treated as lunatics and vagrants, and the province had no means of doing so. He wanted a guarantee against financial loss. Mr. Sifton replied that the Dominion officials were looking after the Doukhobors, and there was no reason to believe that they would do harm to anyone. He thought, He did not, therefore, see any need of guarantee against loss, and stated if Premier Roblin interfered with the Dominion officers, he would do so on his own responsibility.

Went Back for Clothing. YORKTOWN, N. W. T., Nov. 2--Several of the men who composed the Doukhobors pilgrimage have returned here. One of them came to Agent Creaser and asked for the clothing and blankets which he had discarded on the march. When asked if he intended to return to his village, he replied that that was his intention. Word was brought in this morning that several of the men were in an exhausted condition on the line of march between here and Bradbury.

THEY'LL HAVE AN ORGAN. First Pastor Objects and Will Quit the Church. LEXINGTON, Ky., Nov. 2--As the result of the Broadway Disciples' Church here to submit to a vote of the congregation the question of installing an organ, Rev. J. W. McNewey, president of the College of the Bible, founder of the church in 1870, and its first pastor, today asked for letters for himself and wife, that they might transfer their membership. His attitude has prevented the introduction of an organ for many years, but sentiment in its favor became so great that the vote was overwhelming. The congregation numbers over 300, and its action is regarded as a victory for the progressive element.

Rock Island Gets to St. Paul. DENVER, Nov. 2--Another important step in the extension of the Rock Island system has just been taken. Several months ago the Burlington, Cedar Rapids & Northern Railway was made a part of this system, and immediate steps were taken to extend the line to Minneapolis and St. Paul. McNewey, president of the Rock Island, today announced that the extension of the line to St. Paul, Minn., had been completed, and today trains of the Rock Island system commenced to run over its own rails into Minneapolis and St. Paul. Trains were formerly operated as far as Fairbault, and it was from that point the line was extended. The Union Station in St. Paul will be used by the new line, and in Minneapolis the station now occupied by the Chicago, Milwaukee & St. Paul Railroad will give excellent terminal facilities. This new step gives the Rock Island system its own line direct from Chicago to Minneapolis, St. Paul and the Northwest, and places it in direct connection with the East and the South.

Spanish Steamer Sinks in Collision. LONDON, Nov. 2--The British steamer St. Regulus, Captain McMullen, from Shields for Alexandria, has put in at Gravesend. She reports having collided with and sunk the Spanish steamer Enero, Captain Delgado, from Huelva, Spain, October 22. With the exception of three members, the crew of the Enero was drowned. The accident occurred Friday night off Dungeness.

\$142,500.00 WILL BE GIVEN AWAY IN JAN. 1903

TO SMOKERS OF THE BEST AND LARGEST SELLING BRANDS OF CIGARS IN THE WORLD!



HOW MANY CIGARS will the United States collect Taxes on during the Month of December, 1902?

\$142,500.00 will be given in January, 1903, to the persons whose estimates are nearest to the number of cigars on which \$3.00 tax per thousand is paid during the month of December, 1902, as shown by the total sales of stamps made by the United States Internal Revenue Department during December, 1902.

Table showing distribution of estimates for tax collection, including categories like 'To the 10 persons whose estimates are next closest' and 'To the 35,213 persons'.

Every 100 bands from above named cigars will entitle you to four estimates.

Information may be of value in making estimates--the number of Cigars now bearing \$3.00 Tax per thousand, for which Stamps were purchased, appears below:

Table showing the number of cigars purchased in various months from December 1900 to February 1902, and the corresponding number of stamps received.

In case of a tie in estimates, the amount offered will be divided equally among those entitled to it. Distribution of the awards will be made as soon after January 1st, 1903 as the figures are obtainable from the Internal Revenue Department of the United States for December.

Island system commenced to run over its own rails into Minneapolis and St. Paul. Trains were formerly operated as far as Fairbault, and it was from that point the line was extended.

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Count Tolstoi Ill. ST. PETERSBURG, Nov. 2--The Novotz says that Count Tolstoi is suffering from an attack of inflammation of the lungs.

RECREATION. If you wish to enjoy a day of rest and pleasure, take the O. R. & N. train from Union depot at 9 A. M. for a motor trip down the Columbia, returning, if desired, by boat from Cascade Locks. Tickets and particulars at O. R. & N. ticket office, Third and Washington.