

WATER ON THE DESERT

First Great Government Irrigation Project Is Opened in Nevada Today

Washington, D. C., June 17.—Today, the third anniversary of the passage by congress of the irrigation law, is to be signalized by the formal opening of the first great government irrigation work. The Nevada town of Hazen, which owes its existence to the government irrigation project, is to be the scene of the opening, and dispatches received here by the officials of the reclamation bureau state that the event is to be accompanied with interesting ceremony.

Water will be turned onto 50,000 acres of land which never has known the taste of water. It is a rich, flat soil, needing only moisture to make it the most productive in the world. Before another three year period has passed, 300,000 additional acres will be brought under water and made tributary to the same general system. Already the government has spent \$1,500,000. The entire project contemplates an expenditure of \$9,000,000.

The irrigable lands within reach of the Truckee and Carson river waters, outside of 90,000 acres already under cultivation in and about Reno, as a result of private irrigation enterprises, comprise a total area of about 400,000 acres.

The Truckee-Carson project, which is the official designation of the undertaking which has produced the town of Hazen, and will soon be the creator of some 4000 farms, is one of 14 "principal projects" to which the government has set its hand. The others are in various less advanced stages of progress. The problem involved in this Truckee-Carson project was to find some way to save the waters of two rivers of importance, the Carson and Truckee, which flow from the snows of the lofty Sierra Nevada mountains, on the northwest border of Nevada and California, and plunge into a mysterious pit on the borders of the desert. This pit, in which the waters disappear into the bowels of the earth, just when they are most needed to irrigate the plain, is known as a "sink."

To divert the waters of these rivers and lead them into canals and storage basins for distribution over the flat, dry areas about the "sinks," is the task to which the government engineers set themselves two years ago. Since then 137 miles of canal have been constructed. The main canal taps the Truckee river a few miles below Reno. It carries the waters south to a natural reservoir site, which the engineers discovered on the lower Carson, some 30 miles distant. Into this same reservoir the waters of the Carson are also to be diverted and stored.

HOW THE G. N. ROAD WILL DO IT

Conductors Will Be Just Lovingly to the Traveling Men

Jim Hill's passenger traffic manager instructs conductors to treat traveling men with the utmost courtesy. "They're a good thing," and this is the way Dan Dean in the Seattle Times figures out how it will work: "My dear sir, will you kindly, at your own convenience, allow me the honor of glancing at your transportation. I shall consider this a personal favor, and assure you that it will be appreciated not only by myself, but by Mr. Hill and his associates, as well as by Mr. Whitney and Mr. Stone. "Ah, my dear sir! I thank you

from the bottom of my heart! If, at any time, we can be of service, call on us. Again I thank you!"

In the future Great Northern conductors will adopt the above manner in addressing traveling men.

E. I. Whitney, passenger traffic manager of the Great Northern, has issued instructions to conductors to be especially polite to commercial travelers. In this letter, a copy of which has been received in Seattle, Mr. Whitney states that the knights of the grip are a source of much revenue to both the passenger and freight departments, and should receive more than ordinary courtesy.

Hereafter, according to a Seattle employe, a brakeman, when accosting a "drummer," will do so something like this:

"A thousand pardons, sir. If you will allow the interruption, I might presume to remark that the next stop will be Seattle. Believe me, sir, I am deeply pained to so transgress upon your time, and with best wishes, faithfully subscribe myself, your humble servant!"

Whereupon the colored porter will

arrive on the scene and unburden himself thusly:

"Cuse me, sah! 'Cuse me! 'Low me de privilege ob dustin' yon, sah!" "No, no, sah! I cannot accept dat quarter, sah! Ah considers it a great privilege to wait upon you, sah!"

After which the train "batcher" may stroll by, vending his wares. Note the honest youth's line of talk:

"Yes, sir; I have cigars for which I charge 15 cents each. But not for one moment would I consider allowing you to purchase one. I don't mind confiding to you, very confidentially, that, as a matter of fact, they are genuine stinkadors, and cost us a cent each. However, I have some of my own private stock, a half dozen of which allow me to present to you with my compliments."

Then, above the whirr of the wheels and the chug-chugging of the engine ahead, will vibrate through the car the shrill voice of the "brakie" as he yells:

"S-e-a-t-t-l-e! All out for S-e-a-t-t-l-e!"

The traveling man will yawn and

stretch, rub his eyes sleepily and exclaim:

"Gee! What a lovely dream!"

Furious Fighting.

"For seven years," writes Geo. W. Hoffman, of Harper, Wash., "I had a bitter battle, with chronic stomach and liver trouble, but at last I won, and cured my diseases by the use of Electric Bitters. I unhesitatingly recommend them to all, and don't intend in the future to be without them in the house. They are certainly a wonderful medicine, to have cured such a bad case as mine." Sold, under guarantee to do the same for you, by J. C. Perry, druggist, at 50c a bottle. Try them today.

The Club Stables

First-class Livery and Cab Line. Funeral turnouts a specialty. Tally-ho for picnics and excursion parties. Phone Main 241. Corner Liberty and Ferry. Chas. W. Yannke Prop.

A Great Problem Solved



HOW TO ENJOY MARRIED LIFE

This couple can go out without waiting for the fire to go out because they have a gas range. For goodness sake—why don't you cook with gas?



HOW NOT TO ENJOY MARRIED LIFE

This couple does not cook with gas. The poor woman can't leave her kitchen till 2— and must run for home at 4—in order to have supper at 6. Gas is quick and the cheapest fuel.

The only difference between those two families is that one owns a Gas Range and cooks with gas, the other does not. Take the hint and order a Gas Range at once--You'll never regret it.

CITIZENS' LIGHT & TRACTION CO.

A. WELCH, Manager.

Periodic Pains.

Dr. Miles' Anti-Pain Pills are a most remarkable remedy, for the relief of periodic pains, backache, nervous or sick headache, or any of the distressing aches and pains that cause women so much suffering.

As pain is weakening, and leaves the system in an exhausted condition, it is wrong to suffer a moment longer than necessary, and you should take the Anti-Pain Pills on first indication of an attack.

If taken as directed you may have entire confidence in their effectiveness, as well as in the fact that they will leave no disagreeable after-effects.

They contain no morphine, opium, chloral, cocaine or other dangerous drugs.

"For a long time I have suffered greatly with spells of backache, that seem almost more than I can endure. These attacks come on every month, and last two or three days. I have never been able to get anything that would give me much relief until I began the use of Dr. Miles' Anti-Pain Pills, and they always relieve me in a short time. My sister, who suffers the same way, has used them with the same results." MRS. PARK.

711 S. Michigan St., South Bend, Ind. Dr. Miles' Anti-Pain Pills are sold by your druggist, who will guarantee that the first package will benefit. If it fails he will return your money. 25 cents, 50 cents. Never sold in bulk. Miles Medical Co., Elkhart, Ind.

From this reservoir it is but a short distance to the wide, flat lands about the Carson "sink," and the way is down a gentle incline, which lends itself to the construction of the network of distributing canals.

Elaborate drainage works are included in the general scheme, farm boundaries have been laid out, and the plans are ready for the formal approval of the secretary of the interior. About 75 per cent of the irrigated land belongs to the government. The remainder is in the hands of the Central Pacific Railroad and some private individuals.

The farms have a soil adapted to raising apples, pears, grapes, peaches, berries, wheat, oats, potatoes, sugar beets and alfalfa. The government has a particular interest in this first of its irrigation projects, and will try to see that the best kind of settlers have a chance to take up the lands.

No one can get more than 80 acres of the irrigated land for a homestead, and the purchaser is required to stay on the land and improve it. There are some fees to pay, and it will take a year to make the farm ditches and raise a crop. The proportionate cost of irrigation is paid back by the settler in ten annual installments, without interest. It is estimated that the payment in ten years will be \$2080, and that the farm, judging from the value of other irrigated land, will then be worth at least \$8000. If the settler at the end of the ten years can show that he has reclaimed at least half of his entry for agricultural purposes, the land and water supply are his property perpetually.

The Southern Pacific Company

Will sell tickets, Salem to Boswell Springs and return up to and including September 30, 1905, limited to 30 days, rate of \$5.55. 6-5-1f

REDUCED EXCURSION RATES.

To the Seaside and Mountain Resorts for the Summer Vacations.

On and after June 1, 1905, the Southern Pacific, in connection with the Corvallis & Eastern railroad will have on sale round trip tickets from points on their lines to Newport, Yaquina and Detroit at very low rates, good for return until October 10, 1905.

Three day tickets to Newport and Yaquina, good going Saturdays and returning Mondays are also on sale from all east side points Portland to Eugene inclusive, and from all west side points, enabling people to visit their families and spend Sunday at the seaside.

Season tickets from all east side points Portland to Eugene inclusive, and from all west side points are also on sale to Detroit at very low rates with stop over privileges at Mill City or any point east enabling tourists to visit the Santiam and Breitenbush Hot Springs in the Cascade mountains, which can be reached in one day.

Season tickets will be good for return from all points until October 10. Three day tickets will be good going Saturdays and returning Mondays only. Tickets from Portland and vicinity will be good for return via the east or west side at option of passenger. Tickets from Eugene and vicinity will be good going via the Lebanon Springfield branch, if desired. Baggage on Newport tickets checked through to Newport; on Yaquina tickets to Yaquina only.

S. P. trains connect with the C. & E. at Albany and Corvallis for Yaquina and Newport. Trains on the C. & E. for Detroit will leave Albany at 7:30 a. m., enabling tourists to the Hot Springs to reach there the same day. Trains from and to Corvallis connect with all east side trains on the S. P.

Full information as to rates, time tables, etc., can be obtained on application to J. Mayo, Gen. Pass. Agt., C. & E. R. R., Albany; W. E. Coman, G. P. A., S. P. Co., Portland or to any S. P. or C. & E. agent.

Rate from Salem to Newport \$5.00. Rate from Salem to Yaquina \$4.50. Rate from Salem to Detroit \$3.00. Three-day rate from Salem to Yaquina or Newport \$3.00. 6-1-1f