SPEECH OF Gov. S. H. Elbert, Of Colorado,

BEFORE THE CONVENTION OF TRANS-MISSOURI STATES AND TERRITORIES, HELD AT DENVER, COLORADO, OCTOBER 12TH, 1873.

[CONTINUED.]

Irrigation is practiced extensively in France, and irrigated lands rent at about $21 per acre, while other lands only bring 3rd the value of irrigated land, is about 50 per cent. more than unirrigated land, other things being equal.

In 1856 the irrigated lands of France amounted to about 247,000 acres, and such are the advantages of irrigation it is estimated that this area will be quadrupled before the end of the present century.

The irrigated lands of Granada, Murcia and Valencia are regarded as the gardens of Spain. Her irrigated land amounts to about 500,000 acres. In 1836 she enacted an elaborate "law of waters" framed with great liberality, with the view of inviting the investment of capital in irrigating canals.

In India canals and reservoirs for irrigation exist in immense number, and of great size and extent: constructed by the English goverment at great cost.

The fresh water canals constructed and constructing in connection with the works of the Suez canal, will not only restore the long abandoned fields east of the Nile, but add to the arable soil of Egypt hundreds of square miles of newly reclaimed desert.

"Upon the Nile you hear the creaking of the water wheels, and sometimes the movements of the steam pumps through the whole night, while the poorer cultivator unceasingly plies the simple "Shadoaf," or bucket and sweep, laboriously raising the water from trough to trough by as many as six or seven stages, when the river is low."

Thus Egypt, with a cultivable area of 17,000 square miles, is estimated as capable of supporting a population of 8,000,000 of people.

Irrigation was practiced at a very remote period of antiquity.

The Plains of Assyria and Babylon were covered with an immense system of canals, some of them hundreds of miles in length.

Palestine, Asia Minor, Arminia, Idumea, Assyria, Persia and India all had vast and comprehensive systems of irrigation that evoked for their arid wastes an unsurpassed fertility, and supplied with food the densest populations. They existed in ages of which we have no written memorials.

Mr. Marsh says:

"There are in ancient Armenia extensive districts which were already abandoned to desolation at the earliest historical epoch, but which in a yet remoter antiquity had been irrigated by a complicated and highly artificial system of canals, the lines of which can still be followed. There are in all the high lands where the sources of the Euphrates rise, in Persia, in Egypt, in India, and Chili, works of this sort, which must have been in existence before man had begun to record his own annals."

The irrigating canals of the interior plateau of Mexico impeded the march of the invading army of Cortes, and its irrigated fields and gardens greeted the vision of his wearied soldiery as the realization of their dreams of the storied Eldorado.

Prescott thus describes the vision of wealth and beauty which met the eye of the Spanish invader of Peru, where it scarcely rains once a century and where irrigation at an early day was carried to the greatest perfection.

"Every inch of ground was tasked to its greatest power of production, while the most unpromising spots were compelled to contribute something to the subsistence of the people. Everywhere the land teemed with evidences of agricultural wealth from the smiling valleys along the coast to the terraced steps of the Sierra, which, rising into pyramids of verdure, glowed with all the splendors of a tropical vegetation.

"Canals and aqueducts were seen crossing the low lands in all directions and spreading over the country like a vast net work, diffusing beauty and fertility around them. The air was scented with the sweet odor of flowers, and everywhere the eye was refreshed by the sight of orchards laden with unknown fruits, and of fields waving with yellow grain and rich in luscious vegetables of every description that teem in the sunny clime of the equator."

Such is the brief and hasty sketch of irrigation and its results in other countries and times. Such, sir, are the lights of history and experience. By such modes have other countries with similar conditions of climate and soil, taken first rank among the productive countries of the world and swayed the sceptre of commercial wealth and power.

THE WATER SUPPLY.

Irrigation being the remedy, the question presents itself, what are the means at our command? What is the extent of the water supply and what area will it irrigate?

To this question no exact answer can be given. Careful surveys and examinations by skilled and experienced engineers alone can determine.

It involves as its main features:

A survey of each river basin and a careful estimate of the area capable of economical irrigation.

An estimate of the maximum, minimum and average water supply in each stream.

An estimate of the extent to which surplus water can be stored in reservoirs and utilized for irrigating purposes.

An estimate of the amount of water required per acre and the amounts required by different grains.

Until such surveys are made we must content ourselves with general approximations.

But this much is known, that there is sufficient water in the numerous streams of these arid areas, some of them equal to the Rhine, the Po and the Duranes, to reclaim and make fruitful millions of acres of that are now arid lands. This is sufficient to support the proposition for government aid and justify the effort we this day inaugurate. According to careful estimates Colorado alone has a water supply sufficient to irrigate 6,000,000 acres of arable area which in Egypt in the times of the Ptolemies supplied food for 8,000,000 of people.

The water supply of any given stream is not properly measured by the amount of water it will furnish during the irrigating season. To illustrate, take your canal from the canyon of the South Platte and meander it along the northern slope of the water shed between the Arkansas and Platte rivers, one hundred or more miles into the great plains. Four months in the year will cover the irrigating seasons, during which the water will be used for irrigating the subjacent farms. Eight months remain, during which there is no demand for the water for this purpose. Instead of allowing the water to run idly to the gulf turn it along the hundred natural basins and reservoirs that lie all along the line of your canals. Every engineer who is familiar with the topography of the country knows that along the line of any canal that may be constructed, hundreds of natural reservoirs will be found, into which the surplus waters of each succeeding year can be turned and held in reserve for future use. These will form centres from which other canals can be constructed, covering large tracts of country.

Such a system in a few years would cover your country with a network of canals and lakes that would make it the garden of the continent.

(TO BE CONTINUED.)

PRESIDING ELDERS AND BISHOPS

Of the Church of Jesus Christ of Latter-day Saints, in Utah Territory and adjacent Settlements.

Georgetown, Henry Lewis, Oneida co., Idaho
Bennington, J. W. Moore, " "
Montpelier, John Cozzens, " "
Preston, H. H. Dalrymple, " "
Oneida, N. C. Ellefsen, " "
Liberty, E. N. Austin, " "
Paris, R. N. Horne, " "
Bloomington, George Osmond, " "
St. Charles, John A. Hunt, " "
Fish Haven, Hugh Findley, " "
Lake Town, alias Ithica, Ira Nebeker, Rich co., Utah
Meadowville, Josiah Tufts, " "
Randolph, Randolph Stewart, " "
Woodruff, Henry Lee, " "
Almy, Samuel Pike, Wyoming Territor
Evanston, Wm. G. Burton, " "

WILLIAM BUDGE is Presiding Bishop over the above Wards.

Oxford, George Lake, Oneida co., Idaho
Clifton, Wm. Pratt, " "
Bridgeport, N. W. Packer, " "
Franklin, L. H. Hatch, " "
Weston, John Maughan, Cache co., Utah
Clarkston, Simon Smith, " "
Newton, W. F. Littlewood, " "
Lewiston, W. C. Lewis, " "
Richmond, M. W. Merrill, " "
Smithfield, Samuel Roskelly, " "
Hyde Park, Wm. Hyde, " "
*Logan, W. B. Preston, " "
Providence, M. D. Hammond, " "
Millville, S. O. Pitkin, " "
Hyrum, O. N. Liljenquist, " "
Paradise, David James, " "
Wellsville, Wm. Maughan, " "
Mendon, Henry Hughes, " "

WM. B. PRESTON is Presiding Bishop over the foregoing eighteen Wards.

*Malad City, Daniel Daniels, Oneida co., Idaho
Samaria, Samuel Williams, " "

DANIEL DANIELS, Presiding Bishop over the two last named places.

Portage, O. C. Hoskins, Box Elder co., Ut
Deweyville, J. C. Dewey, " "
Calls Fort, Thomas Hasper, " "
Bear River City, Wm. Neeley, " "
Mantua, H. P. Jensen, " "
*Brigham City, Alvin Nichols, " "

A. NICHOLS, Presiding Bishop over the six last named Wards.

Willard City, G. W. Ward.

WEBER COUNTY, UTAH.

L. J. HERRICK, Presiding Br

*Ogden, L. J. Herrick.
North Ogden, Henry Holmes.
Plain City, L. W. Shurtliff.
Mound Fort, David Moore.
Hynes, Robert E. Baird.
Slaterville, Thomas Richardson.
Harrisville, David Rawson.
Marriat, S. P. Halverston.
West Weber, John I. Hart.
East Weber, A. Spaulding.
South Weber, John Cook.
River Dale, Sanford Bingham.
Eden, Richard Ballantyne.
Huntsville, E. A. Hammond.
Hooperville, Gilbert Belnap.

DAVIS COUNTY.

Kaysville, Christopher Layton.
*Farmington, John W. Hess.
Centreville, Wm. H. Smith.
Bountiful, John Stoker.

MORGAN COUNTY.

Mountain Green, Eli Spaulding.
Weber City, C. S. Peterson.
Enterprise, Jesse Haven.

C. S. PETERSON is Presiding Bishop over the three last named Wards.

Milton, L. P. Christiansen.
Littleton, W. G. Smith.
Richville, John Seaman.
Porterville, Alma Porter.
*Morgan City, Richard Fry.
Round Valley, Samuel Carter.

W. G. SMITH is Presiding Bishop over the six last named places.

Croydon, Ephraim Swann.

SUMMIT COUNTY.

Hemeferville, Chas. Richens.
Echo, Elias Asper.
*Coalville, W. W. Cluff.
Unionville, Alonzo Winters.

WM. W. CLUFF presides over Morgan County and the above four Wards in Summit Co.

Wanship, G. G. Snyder.
Rockport, Edwin Bryant.
Peoa, Abraham Marchant.
Moscow, John K. Lemon.
Kamas, W. Harker.
Parley's Park, Ephraim Snyder.

SAMUEL F. ATWOOD, Presiding Bishop over the above six Wards.

WASATCH COUNTY.

ABRAHAM HATCH, Presiding Bishop.

*Heber City, Abraham Hatch.
Midway, Henry S. Alexander.
Charleston, John Watkins.
Wallsburgh, Wm. E. Nuttall.

SALT LAKE COUNTY.

1st Ward, S. L. City, Jos. Warburton.
2d " James Leach.
3d " Jacob Weller.
4th " Thomas Jenkins.
5th & 6th, W. H. Hickenlooper.
7th " Wm. Thorn.
8th " R. F. Sheets.
9th " S. A. Woolley.
10th " John Proctor.
11th " Alex. McRae.
12th " R. W. Woolley.
14th " Thomas Taylor.
15th " R. T. Burton.
16th " Frederick Kesler.
17th " Nathan Davis.
18th " L. D. Young.
19th " A. H. Raleigh.
20th " John Sharp.
Sugar House Ward, W. C. A. Smoot.
Brighton, A. H. Raleigh.
Big Cottonwood, David Brinton.
Mill Creek, Reuben Miller.
South Cottonwood, J. S. Rawlins.
Twelve Mile, Archibald Gardner.
South Willow Creek, I. M. Stewart.

TOOELE COUNTY.

JOHN ROWBERRY, Presiding Bishop.

E. T. City, G. W. Bryan.
Pine Canyon, Miles Martin.
*Tooele City, John Rowberry.
Grantsville, T. H. Clark.
St. John, G. W. Burridge.
Centreville, James Jordan.
Vernon, Hyrum Bennion.
Deep Creek, Edwin Tadlock.
Skull Valley, B. F. Knowlton.

IRON COUNTY.

A. O. SMOOT, Presiding Bishop, Provo.

First Ward, J. P. R. Johnson.
Second Ward, A. H. Scott.
Third Ward, Hyrum Tanner.
Fourth Ward, Wm. Follett.
Lehi, David Evans.
Cedar Fort, H. E. Cook.
Fairfield, John Carson.

DAVID EVANS, Presiding Bishop over the three last named places.

American Fork, L. H. Harrington.
Alpine, T. J. McCullough.

L. E. HARRINGTON, Presiding Bishop over the two last named places.

Pleasant Grove, John Brown.
*Provo, A. O. Smoot.
Springville, Wm. Bringhurst.
Spanish Fork, A. K. Thurber.
Salem, alias Pondtown, Robt. H. Davis.
Payson, J. S. Tanner.
Santaquin, D. H. Holladay.
Genola, Levi Ballard.
Goshen, Wm. Price.

JUAB COUNTY.

JOEL GROVER, Presiding Bishop.

Mona, Edward Kay.
*Nephi, alias Salt Creek, Joel Grover.
Levan, Elmer Taylor.

SANPETE COUNTY.

Fountain Green, H. L. Johnson.
Fairview, G. W. Bradley.
Mount Pleasant, W. S. Seely.
Spring City, Frederick Olsen.
Ephraim, Kanute Peterson.
Manti, A. J. Moffit.
Gunnison, J. S. Horne.
Fayette, John Bethelomew.

SEVIER COUNTY.

J. A. YOUNG, Presiding.

Salina, Peter Rasmussen.
Glenwood, Helaman Pratt.
*Richfield, Nelson Manwaring.
Monroe, Moses Gifford.
Annabella Springs, Edward Robertson.
Joseph, Ivor Isaacson.

MILLARD COUNTY.

THOMAS CALLISTER, Presiding Bishop.

Scipio, Daniel Thompson.
Cedar Springs, alias Holden, Avis Stephens.
*Fillmore, Edward Partridge.
Meadow Creek, W. H. Stott.
Oak Creek, P. D. Lyman.
Kanosh, Culbert King.

BEAVER COUNTY.

JOHN R. MURDOCK, Presiding Bishop.

*Beaver, John R. Murdock.
Minersville, James McNichols.

IRON COUNTY.

Parowan, A. S. Dodds.
Kanarra, W. H. Dame.
Summit.

W. H. DAME, Presiding Bishop over the three last named places.

Cedar City, Henry Lunt.
Paragonah, Jesse Carter.

KANE COUNTY.

Kanarra, J. L. Brooksby.
Toquerville, O. D. Pico.
Virgin City, W. H. Johnson.
Pocketville, Wm. Leatham.
Long Valley, James Leatham.
Rockville, Joseph Clark.

WASHINGTON COUNTY.

Harrisburg, O. B. Adams.
Washington, W. Freeman.
St. George, D. McArthur.
Santa Clara, Edward Bunker.
Pine Valley, Wm. Snow.
Pinto, Hiel Robinson.
Hebron, G. H. Crosby.

LINCOLN COUNTY, NEVADA.

Clover, Wm. Pulsipher.
Panaca, T. Jones.

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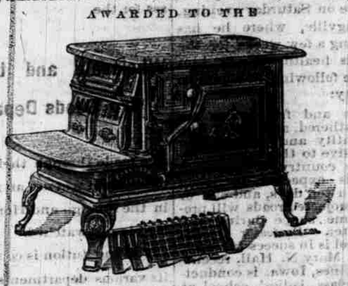

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TRAVEL.

Utah Southern RAILROAD. On and after Dec. 20, 1872, Daily Trains Will Leave the Utah Central R. R. Depot. Salt Lake City at 7.1 a m and 2.30 p m, Arrive at Lehi at 8.45 a m and 4.15 p m. Leave Lehi at 8.30 a m and 5 p m. Arrive at S L City at 11.30 a m and 7.00 p m. In addition to the above MIXED TRAINS Will run Daily, Sundays Excepted, leaving the UTAH CENTRAL R. R. DEPOT. Salt Lake City at 6.10 a.m. and 1 p.m. Arrive at Sandy at 7.25 a.m. and 2.15 p.m. Leave Sandy at 9.00 a.m. and 4.50 p.m. Arrive at Salt Lake at 11.00 a.m. and 6 p.m. Passengers will please purchase tickets at the Office. Fifty Cents additional will be charged when the Fare is collected on the Train. For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent. F. LITTLE, GENERAL SUPERINTENDENT. d243

UTAH CENTRAL RAILROAD. Pioneer Line of Utah. On and after May 12, 1873, Daily Trains Leave Salt Lake City at 5.50 a m and 3.45 p m. Arrive at Ogden at 7.50 a m and 5.45 p m. Leave Ogden at 8.40 a m and 6.30 p m. Arrive at Salt Lake City at 10.40 a m and 8.30 p m. In addition to the above, Mixed Trains WILL RUN DAILY, Sundays Excepted. Leaving Salt Lake City at 8 a m and 3.30 p m; and Ogden at 6 a m and 6.30 p m. Freight trains leave Salt Lake at 12 m and Ogden 12.30 p m. Passengers will please purchase their tickets at the offices. Fifty cents additional will be charged when the fare is collected on the train. For all information concerning freight or passage apply to JAMES SHARP, Gen. Freight and Ticket Agent. JOHN SHARP, GEN. SUPERINTENDENT. d11-1y

GILMER & SALISBURY'S DAILY Stage Lines THROUGH Utah, Southeast Nevada and Montana. Leaving Salt Lake City daily, running south to Tintic, American Fork, Mount Nebo, Sevier, St. George, Utah, and Pioche, Nevada; PASSING THROUGH Provo, Springville, Spanish Fork, Payson, Salt Creek, Chicken Creek, Round Valley, Fillmore, Corn Creek, Beaver, Minersville and all the principal towns and mining camps in Southern Utah and Southeast Nevada. Also, daily, running North to Virginia City, Montana, Benton, Deer Lodge, Cedar Creek Mines, and passing through all the principal towns and mining camps in Montana. PRINCIPAL OFFICE, WELLS, FARGO & CO. BUILDING, SALT LAKE CITY. d2 1y

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RAILROADS.

C. P. R. R. ON AND AFTER SUNDAY, MAY 4th, 1873, Trains will leave OGDEN, as follows: 5.30 p.m. (Daily) Passenger Trains for Reno (for Carson and Virginia), Sacramento, Marysville, Reading (for Portland, O.), Stockton, Merced (for Yosemite), Tipton (for Los Angeles), San Jose and San Francisco. 5.00 p.m. (Daily) Through Emigrant Train for Sacramento and San Francisco. E. H. CROSMAN, Gen'l Passenger and Ticket Agent. A. N. TOWNE, Gen'l Sup't. GEO. H. RICE, Agent, Salt Lake City. Office with Marshall & Carter, over W. F. & Co's Bank.

U. P. R. R. UNTIL further notice trains will leave and arrive at Ogden, daily, as follows: LEAVE. Daily Express.....8.30 a.m. Mixed.....6.30 p.m. Freight.....11.30 a.m. ARRIVE. Daily Express.....8.10 p.m. Mixed.....5.30 p.m. Freight.....6.10 a.m. Daily connections at Ogden with Utah Central Pacific east from Salt Lake City and all points in Southern Utah. At Bryan with stages for Sweetwater mines. At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico. At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Burlington and Mo. River, Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South. Tickets for sale to all points East at office of Wells, Fargo & Co., East Temple street, and at the office of Utah Central Railroad, in Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured. Arrangements have been made whereby passengers desiring to visit Denver and points East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates. For particulars and all information inquire at the nearest agent of the company. Passengers should be careful to secure their passage tickets to all Eastern and Southern points via Omaha, and thus avail themselves of the advantages of a through sleeping car, comfortable accommodations and quick time. THOS. L. KIMBALL, Gen'l Ticket Agent. T. E. SICKELS, Chief Eng'r and Supt. d79

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD. THE Great Central Iowa Short Line Overland Route, with its connections East and West, is the Shortest, Quickest and Best Route between the PACIFIC & ATLANTIC Via Des Moines, Rock Island and Chicago. The only route carrying the through Overland Letter Mail, making close and reliable connections at OMAHA, With trains arriving from the West, by Central and Union Pacific Railroads, and at CHICAGO, With all Fast Express Trains, East, North and South. The most elegantly furnished PARLOR SLEEPING CARS ever used on any railroad are now built, owned and run by this Company between OMAHA AND CHICAGO. THROUGH TICKETS to all points East can be obtained at Company's Office, 205 Montgomery Street, and at C. P. R. R. offices in San Francisco and Sacramento. Be sure your tickets read VIA ROCK ISLAND. A. M. SMITH, General Passenger Agent, Chicago. HUGH RIDDLE, Gen'l Sup't, Chicago. A. L. WATT, Gen'l Agent for Pacific States, San Francisco. d244 6m

LOUISIANA, MO., SHORT ROUTE, Via St. Louis, Kansas City and Northern and Chicago and Alton Railroads, from Kansas City to Chicago, WITHOUT CHANGE. Crossing the Mississippi at Louisiana, Mo., and passing through Jacksonville, Bloomington and Joliet. The Best, Quickest and Most Direct Route from Kansas City to Louisiana, Mo., Alton, Bloomington, Milwaukee, Cleveland, Toledo, Rochester, Troy, Harrisburg, Boston, Burlington, Ia., Peoria, Springfield, Ill., St. Paul, Duluth, Hamilton, Syracuse, Albany, Philadelphia, Jacksonville, Peoria, Joliet, Detroit, Buffalo, Toronto, Utica, Springfield, Mass., Baltimore, Washington, Whitehall, Rock Island, Chicago, Toledo, Niagara Falls, Montreal, Schenectady, Worcester, New York. And all points East and North and in Canada. Elegant Day Cars and Pullman Palace Sleeping, Dining and Smoking Cars run through WITHOUT CHANGE between St. Louis and Chicago and Kansas City and Chicago. The only line running these cars between St. Louis and Chicago, and running Sixth Palace Sleeping and Dining Cars between Kansas City and Chicago. Close Connections in Union Depot, Chicago, for Philadelphia, Baltimore, New York, Boston and all points East. J. CHARLTON, General Passenger and Ticket Agent, Chicago. J. C. McMULLIN, General Sup't, Chicago. d87

Through Cars to New York. 61 MILES THE SHORTEST ROUTE BETWEEN CHICAGO AND NEW YORK VIA PITTSBURGH, FORT WAYNE CHICAGO RAILWAY AND Pennsylvania Central R. R. QUICKEST ROUTE to the EAST. 3 Daily Express Trains leave Chicago, Fort Wayne and Crestline with Pullman's Palace Sleepers through to New York without change. PITTSBURGH, HARRISBURG, Philadelphia, Baltimore, Washington City, New York, Boston. And all principal towns and cities in the East. This route is especially desirable for families moving East, as it gives them an opportunity of visiting Niagara Falls, Philadelphia, New York, Boston, Washington, Baltimore, Pittsburgh, Harrisburg, Cincinnati, Chicago, Fort Wayne, Crestline, Alliance, Akron, Cleveland, Toledo, Detroit, Niagara Falls, Buffalo, Rochester, Syracuse, Albany, Troy, Hoosac Tunnel, Springfield, Worcester, Lowell, Lawrence, Portland, Montreal, Quebec, Portsmouth, Newport, Concord, Manchester, Lewiston, Bangor, Rutland, Burlington, Ogdensburg, Saratoga, Schenectady, Utica, Syracuse, Rochester, Canandaigua, Elmira, Corning, Hornellsville, Salamanca, Dunkirk, Erie, Meadville, Titusville, Oil City, Franklin, Kittanning, Ashland, Shamokin, Mauch Chunk, Allentown, Bethlehem, Easton, Trenton, Camden, Atlantic City, Cape May, Long Branch, Asbury Park, Cape Island, Sea Girt, Point Pleasant, Manasquan, Spring Lake, Ocean Grove, Belmar, Shrewsbury, Red Bank, Freehold, Matawan, Keyport, Perth Amboy, Rahway, Elizabeth, Newark, Jersey City, Hoboken, Paterson, Passaic, Dover, Morristown, Hackettstown, Phillipsburg, Belvidere, Delaware, Lambertville, Flemington, Princeton, Jamesburg, Freehold, Farmingdale, Manasquan, Spring Lake, Ocean Grove, Belmar, Shrewsbury, Red Bank, Freehold, Matawan, Keyport, Perth Amboy, Rahway, Elizabeth, Newark, Jersey City, Hoboken, Paterson, Passaic, Dover, Morristown, Hackettstown, Phillipsburg, Belvidere, Delaware, Lambertville, Flemington, Princeton, Jamesburg, Freehold, Farmingdale, Manasquan, Spring Lake, Ocean Grove, Belmar, Shrewsbury, Red Bank, Freehold, Matawan, Keyport, Perth Amboy, Rahway, Elizabeth, Newark, Jersey City, Hoboken, Paterson, Passaic, Dover, Morristown, Hackettstown, Phillipsburg, Belvidere, Delaware, Lambertville, Flemington,