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NO. 19.

AS \$5,000,000 FOR RAILWAY

OUTGOING TO SECURE BOND ISSUE FILED IN TWO COUNTIES.

One of the Most Important Enterprises Ever Inaugurated in Eastern Oregon.

The biggest mortgage ever filed in Baker County was presented to county Recorder Robert Henry at the county court house for engrossment in the official records. The mortgage is given by the Baker City-Oregon Wonder Electric Railway and Improvement Company, by its president, James W. Bonta, and its secretary, W. G. Drowley, to the North American Trust Company, New York, for five million dollars, says the Baker City Herald. The document secures the payment of five million dollars worth of first mortgage debenture bonds, maturing September 1, 1903, payable in fifteen years, bearing interest at the rate of six per cent per annum, the first interest payment being due on the first day of March, 1904. The bonds are issued in a few series of \$1000 each, and have been subscribed for by the above named trust company.

The mortgage covers the vast general estate owned by Major J. W. Bonta and his Pennsylvania associates in Grant and Baker counties, and is given to secure the payment of money for the construction of the Baker City-Oregon Wonder Electric Railway from Baker City to Franke City a distance of approximately 84 miles.

The mortgage also covers the line, which is to begin at a point near the corporate limits of Baker City, and which traverses a route over the upper Burnt River RE, and into the valley of the John Day river. All branches and spurs including stock and miscellaneous equipment is included in the mort-

The missing properties belonging to Major Bonta and associates are so included. The filing of this mortgage is the consummation of one of the most important enterprises for industrial development ever inaugurated in eastern Oregon—the construction of the Bonta electric railway from Baker City over into the fertile valley of the John Day. The railway is originally planned to afford an outlet from the mines in Grant county owned or controlled by Major Bonta and his Pennsylvania associates, but as the project progresses toward consummation, the original plans were enlarged to include the ultimate extension of the line south and southeast of the Blue mountains to open up thirty-odd million acres of fertile lands which are at present without means of transportation.

A few years ago Major J. W. Bonta, of Philadelphia, an old civil engineer, who had made a convincing case for the Bonta electric railway, and who increased his financial resources by successful operations in the Bonta mines a half dozen years ago, was attracted to Eastern Oregon. He became interested in the Oregon Wonder and Will Cleaveland's mines in Grant county and one of the biggest deposits of gold ore ever uncovered in the west.

Major Bonta is a gigantic ledge of unworked width, carrying values, probably many thousand assays, ranging from \$1 to \$5 per ton. The lowest assay as a fair one is estimated that there are at the Bonta mines one hundred million tons of ore available for extraction. Eminent engineers and metallurgists were employed to examine the feasibility of mining the Oregon Wonder ore. It was found that to work the low grade rock, operations necessarily have to be conducted on a large scale. One engineer advised the erection of a 1000-stamp cyanide plant of equal capacity.

Another engineer advised the construction of a big reduction plant, using concentrators, the

product to be treated and refined in another plant.

Other eminent mineralogists and metallurgists were called in consultation, and it was finally determined to adopt the stamp mill and cyanide process on a tremendous scale.

When this decision was reached the cost of transportation of such immense quantities of heavy machinery from the O. R. & N. at Baker City to the mines was taken into calculation.

Major Bonta was not the sort of man to be daunted by lack of cheap transportation. He employed civil engineers to make reconnaissance surveys for a railway running from Baker City direct to the mines, over the Upper Burnt River divide, through a country which stands in constant need of a railway. From the surveyor's filed notes estimates were made of the probable cost of such a line, and so feasible was the proposition found to be that preliminary surveys were followed by permanent location staked, and a right-of-way was secured from the Government through the public domain. The Citizens League of Baker City volunteered to materially assist in the securing of a right-of-way through the private lands between Baker City and the timber line.

Maps of the proposed road were filed with the Secretary of the state of Oregon and the Department of the Interior at Washington, and in due time the Baker City-Oregon Wonder Electric Railway and Improvement Company, with Major Bonta at its head, was granted a charter by the State of Oregon, to carry out its projects.

When the railway project became known to the people of the Inland and Isolated Empire south and southeast of the Blue Mountains, in Harney and Grant Counties, delegations of citizens from the more important towns in that region waited on Major Bonta, with requests that he extend his line further south. The citizens of Burns volunteered to provide a free right-of-way, and to liberally subscribe, if necessary, to a cash bonus to assist construction. Let it be remembered that all through these preliminary negotiations, Major Bonta never asked a single inhabitant of the Inland Empire for a red cent. He paid all his bills in spot cash, and during the two years covered by these preliminary negotiations he expended in the neighborhood of fifty thousand dollars.

Beyond the John Day River, in the thirty million railroadless acres of isolated Empire, lies the most fertile country in the West, adapted to all the industries which have made other parts of Oregon famous—stock raising, sheep growing, agriculture, horticulture, dairying and market gardening. All of these industries have been developed only to the stage which supplies the local demand, as a wider market is impossible to reach on account of the present lack of cheap and rapid means of transportation.

Through the construction of the Bonta railways which will bring the farms and stock ranches of Eastern Oregon in touch with the world, the Inland Empire will blossom like a rose in the desert. Its wealth will increase by leaps and bounds, and Baker City, being the Northern terminus of the Bonta railway, will be constituted the commercial center and distributing point for all the country lying South of the Washington State line east of the Cascades, West of the Snake River and North of the California and Nevada State lines.

Every part of the large structures must be devised with reference to the future. For each dam the foundations must be known and the character of the material ascertained. The headgates must be not only designed as a whole, but every bolt and brace must be drawn to accurate scale. Even such points as the sliding surfaces of the gates must be worked out with reference to the pressure put upon them and the friction and the liability to corrode and stick. There are flumes and pressure pipes to be planned to suit the ground, waste and distributing gates and an infinitude of detail which can be appreciated only when one actually goes upon the work.

In Oregon reclamation must proceed under a difficult handicap, as the easily available water sup-

plies as well as most of the irrigable land, have passed into private control. The laws governing the appropriation and use of waters are by no means perfect, and there are many difficult and involved legal questions concerning rights to property which must be solved. Many of these matters can only be satisfactorily adjusted by persistent effort, and some must ultimately be taken into court after every resource has been exhausted.

All of this work must be carried on quietly as in the case of any great enterprise in order not to attract the attention of the speculative element who seek opportunities of 'holding up' the Government. Publicity always brings forward a vast number of inquiries and attempts by people to settle upon the land before it is definitely known whether the particular tracts can be irrigated.

The engineers, if they were compelled to answer all the questions and demands of the public, would hardly be able to proceed at all. Every effort, therefore, is being made to push the work forward to a point where results can be announced and definite conclusions reached.

IRRIGATION WORK IN OREGON

CHIEF HYDROGRAPHER NEWELL SAYS IT IS DUE THIS STATE.

They Have Been Handicapped by a Limited Knowledge of Flow of Streams--Private Rights Encountered.

The Oregonian's Washington correspondent says that F. H. Newell, Chief of the Reclamation Service, is anxious that something shall be done by the general Government looking to the irrigation of arid land in Eastern Oregon. He believes Oregon is entitled to early recognition under the irrigation act, not only because of the large amount it has contributed toward the reclamation fund, but because of the growing necessity for reclaiming some of its desert lands east of the Cascade Mountains.

Two difficulties have been encountered by engineers who have been making preliminary examinations in Oregon—they have been handicapped by a limited knowledge of the flow of streams in localities where irrigation is practical, and they have been equally embarrassed by encountering private right to the waters of various streams in localities where they deem it desirable for the Government to undertake the construction of irrigation works.

Although he gives no authority for the statement, nor does Mr. Newell show any inclination to favor any particular locality in his quoted discussion of the work, the Oregonian correspondent asserts that the department is favorably impressed with two projects, one of them being the Malheur and the other the Umatilla project. One of the other of these works can easily be constructed out of the moneys that Oregon has already contributed to the reclamation fund.

The correspondent further states that some of the most prominent hydrographic engineers of the department are now in Eastern Oregon examining these two localities, and it is expected that one or the other will be selected as a site for Government operations. When the selection has been made, and definite information is obtained as to the amount of land that can be reclaimed, the cost of getting the water on the land, the amount of water available for irrigation purposes, etc., the Secretary of the Interior will direct that sufficient money be set aside from the general reclamation fund for the construction of this irrigation project.

In discussing the work of his bureau in Oregon, Mr. Newell said: "The work of the reclamation service in Oregon is being carried on rapidly, but quietly, and efforts are being made to bring about construction of large works which will reclaim extensive areas of arid land. In planning structures which will last for ages, great care is necessary and the details must be worked out with a thoroughness far beyond that employed in temporary structures. The greatest economy, as well as stability, is secured after the plans are well outlined and they can be considered piece by piece with reference to the whole. All of this requires skill and patience, but the time consumed is more than repaid in the results attained.

"Every part of the large structures must be devised with reference to the future. For each dam the foundations must be known and the character of the material ascertained. The headgates must be not only designed as a whole, but every bolt and brace must be drawn to accurate scale. Even such points as the sliding surfaces of the gates must be worked out with reference to the pressure put upon them and the friction and the liability to corrode and stick. There are flumes and pressure pipes to be planned to suit the ground, waste and distributing gates and an infinitude of detail which can be appreciated only when one actually goes upon the work.

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Mr. Pinchot further states in his communication, which is addressed to Senator Mitchell, that the remaining lands in township 11 south range 35 east, are practically all held by the federal government and are covered with merchantable timber and well suited for the purpose of a forest reserve.

EXCLUDE LAND FROM THE RESERVE.

Chief Forester Gifford Pinchot Gives Out a Decision.

Chief forester Hon. Gifford Pinchot has decided that the following lands, included within the withdrawals for the proposed Blue Mountain forest reserve, shall be excluded from such reserve in fixing the final boundaries of the same:

All of section 21, 22, 25, 26, 27, 28, 33, 34, 35 and 36 in township 10 south, 35 east; also all of township 11 south, range 35 east; also sections 13, 14, 24, 15 and 36, township 11 south, range 34 east; also sections 1, 2 and 12, township 12 south, range 35 east, Willamette Meridian.

Mr. Pinchot makes a further statement as follows: "I wish to emphasize very strongly the fact that in case this reserve is created, the merchantable timber will be sold upon application, and that the policy of the government will be to encourage in every way the general development of the region."

The lands withdrawn from the reservation lies along the proposed line of railway from Sumpster to Burns.

WESTERBERG-HAGUEWOOD MARRIAGE.

At the home of Mr. and Mrs. J. J. Haguewood, of this city, last Sunday morning at seven o'clock occurred the marriage of their daughter, Edna, and F. E. Westerberg, of Monument, Oregon, the nuptial rites being performed by Rev. G. R. Archer, of John Day. The newly married couple took their departure at once on the Whitney stage for Portland where Mr. Westerberg will attend the meeting of the grand lodge of the Mascebaes, as a delegate from the Monument lodge. Following this they will visit San Francisco and other points in California.

On their return they will make their home at Monument, where Mr. Westerberg is employed as bookkeeper for the Monument Mercantile company.—Blue Mt. Eagle.

BIG DOCUMENT FILED.

The Baker City and Oregon Wonder Electric Railway and Development Co. has filed one of the largest and most important documents ever entered upon the county records. This extensive legal paper occupies 9 pages of the county record book, typewritten copy. The sum of money involved makes justify the exhaustive detail which produces such length.

The document is a deed of trust conveying, in trust, to the North American Trust company the vast holdings of the Oregon Wonder Electric Railway company, situated in Grant county. This holding includes the Oregon Wonder group of mines and the right of way for the Baker City-Oregon Wonder Electric Railway, and the sum named in the first mortgage bond record is \$5,000,000.

Whether this trust conveyance means that arrangements for floating the bonds of the building company are now being completed, or that part of the sum has been already floated, appears not on the face of the transaction; but that something of interest is doing, seems entirely clear.—Grant County News

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MUST PAY WARRANTS.

Malheur county will have to dig up and pay a block of scrip amounting to \$14,000 according to decision rendered by Judge Clifford at Vale last Saturday.

The scrip in question is the property of Mrs. Margaret Woods and Mrs. Jennie Muldrick of this city, and was called in by the county treasurer of Malheur county last fall, and the notice calling in the scrip also contained a notice that it would be cancelled if not presented within sixty days. The holders of the scrip were not aware of the call, and when the sixty days expired, the county court of that county ordered it cancelled.

During January term of county court, Attorneys Hicks and Davis appeared for Mrs. Woods and Mrs. Muldrick but that body refused to reconsider their former order. The case was taken into the circuit court, where a decision was rendered against Malheur county.

Unless the case is carried to the supreme court, there is nothing left for Malheur county but to pay the warrants. If the case is appealed, Attorney Hicks, who appeared for the claimants, says he is confident of winning in the end.—Blue Mt. Eagle.

A Cure For Headache.

Any man, woman or child suffering from headache, biliousness or a dull, drowsy feeling should take one or two of DeWitt's Little Early Risers night and morning. These famous little pills are famous because they are a tonic as well as a pill. While they cleanse the system they strengthen and rebuild it by their tonic effect upon the liver and bowels. Sold by all druggists.

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