

PACIFIC COAST ENGINEERING.

Some of The Triumphs of
The World Have Been
Scored Here.

In the early history of California and the Pacific coast states and territories, they were practically isolated from their older relatives in the east, as there was no railway communication with the Mississippi valley and the Atlantic coast, and only slow and expensive transportation across the isthmus of Panama, or around Cape Horn.

It was natural, therefore, that with the stimulus of strong demand to urge them forward in their struggles for comfort and fortune, the inventive genius so generally granted to Americans should be rendered super-active and greatly strengthened by such environment and incentive.

When the fine and sparsely scattered gold dust in our hydraulic mines had to be sifted out by some method both rapid and inexpensive, our engineers came forward with the "monitor," that powerful leveling and destructive agent that they had developed from the humble "stove pipe," and with whose enormous, concentrated erosive power, derived from a high head of water, they washed down by the new process of "hydraulicicking" entire hills and mountains. The steep and rugged crags of the Sierra Nevada had to be surmounted for the passage of the great continental railroad, the Central Pacific, that, with the Union Pacific, was to form a line the longest and most difficult to construct in the whole world. But the genius of California engineers, of Judah, Montague, Arthur Brown, and others, overcame all obstacles; rendered practicable grades before unheard railway; guarded against snow and avalanches, previously deemed fatally impenetrable, and drew success from seemingly impossible conditions. And then was established another era; that of railroad location and construction in the highest and most rugged of mountain chains.

The great concrete dam near San Mateo, California, built of a material before distrusted and feared by engineers, but now proven to be entirely reliable and very successful, is, in itself, a monument to the genius of the engineer of San Francisco who designed and constructed it. We have on the Pacific coast more high, massive and scientifically designed and constructed dams of masonry than are found in all the remainder of the United States. The wonderful Bear Valley curved dam has excited the profoundest astonishment of the engineering world; yet it stands as a column commemorating the bold, original genius of a young California engineer.

Our irrigation engineering on this coast, our water distribution, and our experiments as to the best methods of using water in the production of crops, are in the world's front rank of such investigations and applications.

The great "suction system" of dredging, or that known as "interior delivery," has revolutionized the

art, the machinery, the practice, and the price of dredging. It is the invention of a Californian engineer.

The first cable car for street transportation was invented and successfully run in San Francisco, and has there been brought to its greatest perfection.

Many other triumphs of western engineers might be mentioned, such as the Pelton water wheel, the thorough reclamation of our overflowed "tule land," and the universally adopted method of timbering mines, that brought the Kimberly diamond mines out of bankruptcy into enormous wealth. The young engineer who rescued the Kimberly mines from failure and abandonment was born, educated and trained in California. But the list is a long one and I need not continue it.

In fine, the Pacific coast has no reason to blush for engineering and invention records; nor to take a humble seat back in a dark corner of the temple of fame. She has done her part in the engineering work of the world, and will continue to do so.—Frank Soule in California Technical Journal.

OFFICIAL RECORDS.

The following instruments were filed at the Baker county court house during the week ending Feb. 23, 1904.

REAL ESTATE TRANSFERS.

- DEEDS
- Jan 2—V. A. Usher and husband to Jas. M. Moore, lot 8, Usher's addition to Richland; \$100.
- Feb. 20—Oscar Jacobson and wife to Chas. McCurry, 200 acres in Secs. 2 and 3 Tp. 7 R. 39 E.; \$5,000.
- April 29—A. W. Ellis and wife to Jno. S. Maddox, 500x65 feet in N. W. 1/4 N. E. 1/4 Sec. 32 T. 9 R. 37 E.; \$140.
- Sept. 25—O. P. Ison et al to Josephine Ison, N. W. 1/4 Sec. 28. tp. 8 R. 39 E.; \$5.
- Fe. 6, '02—S. Grier and wife to C. O. Fleener, 120 acres in Sec. 16 T. 8 R. 40 E.; \$1,000.
- Feb. 3—W. B. Willoughby to Ann E. Willoughby, lot 5 block 15 in Boyd's addn to Baker City; \$1.
- Feb. 23—A. P. Goss and wife to Roy H. Miller, south half of lot 4 block 11, Sumpter, and Bank of Sumpter, business; \$17,500.
- July 3, '02—U. S. A. to Cornelia Brown, W 1/2 S. W. 1/4 Sec. 20 Tp. 8 R. 43 E.
- Dec. 1, '02—Bourne Land and Improvement Co., to J. F. Lloyd, lots 6 and 7 block C, Bourne; \$200.
- Jan. 12—Nellie Perkins et al to H. C. Easterbrook, W. 1/2 N. W. 1/4 Sec. 3 T. 8 R. 42; \$1.
- Feb. 17—Chas. Ferry and wife to J. B. Lawrence and S. E. Parkes, lot 16 block 4, Sunnyside; addn to Sumpter; \$1,400.
- June 7, '98—E. F. Cranston and wife to H. B. Cranston, 160 acres in Secs. 24 and 25 Tp. 8 R. 42 E.; \$1,550.
- Jan. 4, '92—M. Hindman et al to Grace Hindman, lots 1 and 2 block 10, Parker's addition to Baker City; \$1.
- Feb. 24—Van Doren and wife, by sheriff, to Waterman & Schmitz, lots 2 and 9 block 9 Parker's addition to Baker City; \$90.
- Feb. 25—John Waterman to John Schmitz, one-half interest in same as last; \$1.
- Feb. 23—J. H. Kinck and wife to John Nagel, tax interest in lots 24 and 25 block 5, Stewart's addition to Baker City; \$1.
- June 8—E. Geiser to L. D. Ham-

lett, 30x125 feet corner Centre and 5th streets, Baker City; \$1,000.

Feb. 25—C. Wilson and wife to Jas. B. Wilson, 159 acres Sec. 6 T. 7 R. 38 E.; \$560.

Jan. 25—L. Kosminsky to R. W. Service, trustee, Miner Creek ditch; \$125.

Feb. 24—Emma Moore and husband to M. and A. Hollingsworth, 100x100 feet in town of Halfway; \$100.

Jan. 21—O. R. & N. Co., to John Brant, S. W. 1/4 Sec. 35 Tp. 6 R. 93 E.; \$720.

Jan. 21—O. R. & N. Ry. Co., to Chris Johnson, W. 1/4 S. E. 1/4 Sec. 26 Tp. 6 R. 39 E.; \$600.

Feb. 18—W. J. May to Carrie O. May, wife, lots 1 and 2 block 44 Pacific addition to Baker City; \$200.

Jan. 12—P. P. Munn and wife to L. M. Stout, 70x290 feet in S. W. 1/4 S. W. 1/4 Sec. 16 Tp. 13 R. 37 E.; \$1,000.

Nov. 23—T. J. Elms and wife to G. G. Nelson, 70x290 feet in S. W. 1/4 S. W. 1/4 Sec. 16 Tp. 13 R. 3 E.; \$30.

MINING MATTERS.

DEEDS.

Feb. 5—E. S. Schafner estate to Alice McDougall, New Era and 20 quartz claims; \$3,000.

Aug. 20, 1900—U. S. A. to W. S. Taft and C. Snyder, Blue Mountain quartz claim.

May 20, '02—W. S. Taft and C. Snyder to E. J. Godfrey, same as last; \$15,000.

May 31, '02—E. J. Godfrey and wife to Eastern Oregon M. Co., same as last; \$30,000.

Dec. 24—U. S. A. to Eastern Oregon M. Co., Hydraulic placer claim.

Feb. 14—A. L. Longstreth to W. C. Sanderson, one fourth interest in May C. quartz claim; \$1.

Nov. 7—H. Winden to M. B. Fuller, one half interest in Mystic quartz claim; \$1.

Feb. 9—B. F. Lewis and wife to Wm. A. Lewis, Lottie quartz claim; \$1.

Feb. 3—John Hazelwood and wife to Wm. A. Lewis, and R. Passmore, Rosa quartz claim; \$1.

Feb. 24—A. L. Longstreth to Samuel Clough, one-fourth interest in May C., quartz claim; \$1.

Nov. 27—H. Winder to Adam Christie, "Mystic" quartz claim; \$225.

A Business Proposition.

If you are going east a careful selection of your route is essential to the enjoyment of your trip. If it is a business trip time is the main consideration; if a pleasure trip, scenery and the conveniences and comforts of a modern railroad. Why not combine all by using the Illinois Central, the up-to-date road, running two trains daily from St. Paul and Minneapolis, and from Omaha to Chicago. Free reclining chair cars, the famous Buffet-Library-Smoking cars, all trains vestibuled. In short thoroughly modern throughout. All tickets reading via the Illinois Central will be honored on these trains and no extra fare charged. Our rates are the same as those of inferior roads—why not get your money's worth? Write for full particulars.

B. H. TRUMBULL, Commercial Agent, Portland, Oregon.
J. C. LINDSEY, T. F. & P. A., Portland, Oregon.
PAUL B. THOMPSON, F. & P. A., Seattle, Washington.

SUMMONS.

In the Circuit Court of the State of Oregon for the County of Baker.
The Sumpter Light & Water Co.,
A corporation, Plaintiff
vs.

A. J. Stinson and
James A. Grainger, Defendants.

To the above named defendant, James A. Grainger:

In the name of the State of Oregon you are hereby required to appear and answer to the complaint filed against you in the above entitled suit on or before the 13th day of April, 1904, which is the last day of the time prescribed in the order made by the County Judge of Baker County, Oregon, for the publication of this summons; and if you fail so to appear and answer, for want thereof, the plaintiff will take judgment against said defendant, James A. Grainger for the relief prayed for in the complaint, to-wit:

That a decree of the above entitled court be entered adjudging and decreeing that said plaintiff, and its successors, have and are entitled to a perpetual right of way for a pipe line across the lands of the said defendants, described and set forth in the complaint herein, as the line of said pipe line is now constructed across said lands.

That the plaintiff, and its successors, and it and its officers, servants, agents, and employees have the right to enter upon said land, and construct and maintain said pipe line across the same, and have the right at all times in the future while said pipe line is maintained across said lands, to enter upon said lands for the purpose of repairing, renewing, replacing, maintaining and caring for the same, and for that purpose to dig up the surface of such land to such an extent as may be necessary.

That it be further decreed that the defendants and each of them and any and all persons acting by, through, or under them and each and every person be forever restrained and enjoined from in any manner interfering with said plaintiff, its officers, agents, servants and employees in the construction, laying, and establishment of said pipe line across the said lands of said defendants, as now laid out and partially constructed thereon, and that said defendants and each and every person acting by, through, or under them be forever restrained and enjoined from in any manner interfering with said pipe line, after the same is constructed as now laid out, or obstructing, or destroying the same, or doing any act or thing that may interfere with the free use and enjoyment thereof by said plaintiff and its successors.

That plaintiff have judgment against said defendants for the sum of \$500 damages for heretofore obstructing said work and for its costs and disbursements herein, and that it have such other relief as to the Court may seem meet with justice and equity.

And you are hereby notified that on the 26th day of February, 1904, the Hon. W. W. Travillion, County Judge of Baker County, Oregon made an order that service of summons in this suit be made upon said defendant by publication of this summons, and that the date of the first publication thereof is March 2nd and the date of the last publication thereof is April 13th, 1904.

N. C. RICHARDS,
Attorney for Plaintiff.