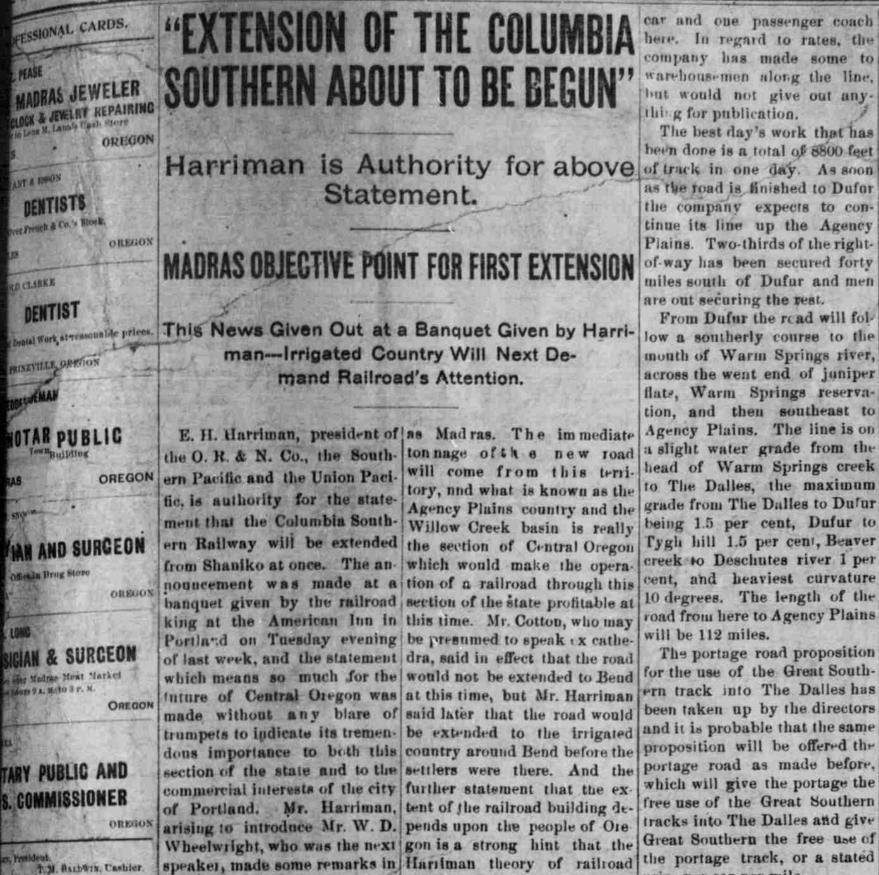
Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, AUGUST 17, 1905.



The

car and one passenger coach here. In regard to rates, the company has made some to warehousemen along the line. but would not give out any this g for publication.

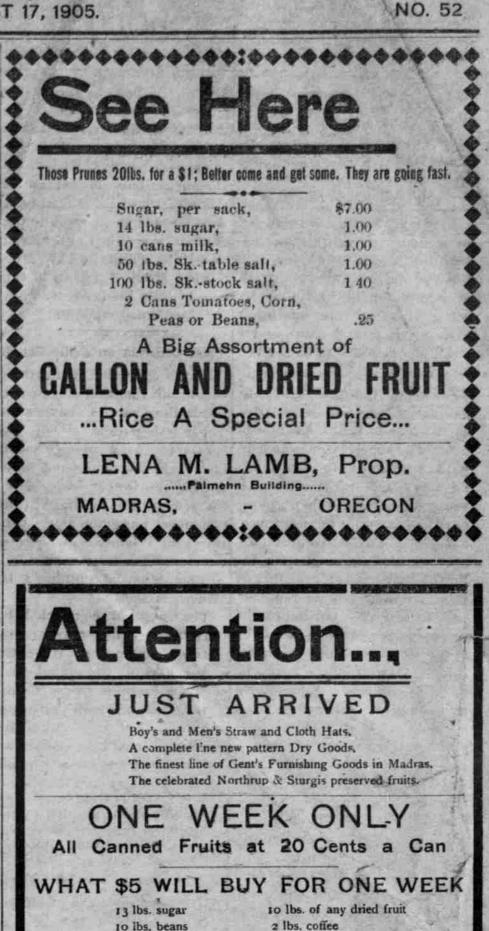
The best day's work that has been done is a total of 8800 feet as the road is finished to Dufor the company expects to continue its line up the Agency Plains. Two-thirds of the rightof-way has been secured forty miles south of Dufar and men are out securing the rest.

From Dufur the read will follow a southerly course to the month of Warm Springs river, across the went end of juniper flats, Warm Springs reservation, and then southeast to Agency Plains. The line is on head of Warm Springs creek to The Dalles, the maximum grade from The Dalles to Dufur being 1.5 per cent, Dufur to Tygh hill 1.5 per cent, Beaver creek to Deschutes river 1 per cent, and heaviest curvature 10 degrees. The length of the road from here to Agency Plains will be 112 miles.

The portage road proposition for the use of the Great Southern track into The Dalles has been taken up by the directors proposition will be offered the portage road as made before, which will give the portage the free use of the Great Southern tracks into The Dalles and give Great Southern the free use of the portage track, or a stated price per car per mile.

Joint Wells in Crook County

Telegram.



RINEVILLE, OREGON

NO. 3851.

H. Mainisto A at. Cashlor.

National Ban

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SON LAND CO. THE DALLES, 'OREGON.



VANUELCOVIER OF

mextension of the Columbia justifies it. These facts, taken Southern is about to be begun, in connection with the state-Where it will end depends upon ment ineste at the time of the you." investigation by officials of the

reply to Governor Chamberlain, building is to make extensions,

and in concluding, said "Now, only where present development

While no definite terminus road several weeks ago, that of the proposed extension of the the Columbia Southern would Columbia Seathern was named, extend for fifty miles, would inthe fact that the road is to be dicate very strongly that-Mad--xtended is sufficient guaran ras is the objective point of the tee that it will reach as far present proposed extension.

EMPIRE WAITING FOR A RAILROAD

Oregonian. C. C. Hutchinson, land commissioner, of the Deschutes Irrigation & Power Company, does not think much of Mr. Harriman's policy of first get-

represents a firm that has built Fisher road, will connect with the Don cauals and ditches in Central P. Rea road at Sage Brush spring, and Oregon, a fertile country which he claims is farther away from a railroad than any other valu-He believes that a railroad into Heisler. The mail stage will go by this

Central Oregon is necessary to loufe. the development of this rich the statement that the country is not sufficiently populated to warrant the O.R.& N. Company also furnishes a direct route to Heisler. building a branch line from

Shaniko to Bend. "It is nonsense," said Mr. Hutchinson yesterday afternoon, "for railroad men to say "develope the country and then

there is no chance to dispose of Three fourths of the bridges

their products. Here is an in- are in and they are surfacing fance, just as soon as a rail the road as they go along. The is built into this section of company has one engine, five and Miles Bend, to visit with untry, I know a number boxcars and 10 flatcars in use "go hiers who will build a now and also one combination divisita

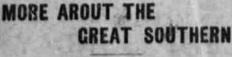
erument land has been taken up, their effort to overcome their cheif difficully the want of water, deserves every encouragement. beet sugar factory with a capacity of 1000 of beets a day could be reached were wells sunk a sufficent depth and of sufficent caand it will take 6000 acres to pacity. At present the water is grow beets enough to keep this

The New County Roads.

factory supplied.

The new road which has been ordered upened up from Madras north to Sage Brush spring, will be of great assistance ting the country developed and to all who have business between this every farmer interested. The surpluthen having a railroad follow point and the railroad terminus at Shanthe people. Mr. Hutchinson ito. This road, which is known as the people reached 10,000 bushles. The it is the direct route between this place and Heisler. Besides shortening the distance by several miles, it avoids the steep grades, and gives us almost a direct route able lands in the United States. over a very easy grade all the way to remely all.

The \$400 appropriated for completing section of the state and refutes the Don P. Rea road will be sufficient to finish the grade on this toad and put it in first-class condition. This is a direct road to the north end of the Big Plain, and it



Portland Journal.

Sixteen miles of track laid we will build a railroad.' It and 147 men with a Roberts takes 'a railroad to develope track laying machine will finish and open a rich country such as the railroad to Dufur by Sepis in Central Oregon. Settlers tember 1, is the statement made cannot be induced to take up by the manager of the Great and the multi-millionaire "philarms so far from traffic, for Southern railroad.

of American goods by China, will bring pressure to bear upon congress which, it is feared, will result in a modification of the

Chinese exclusion act. The big manufacturers are working the boycott for all it is worth to influence Eastern members of congress in favor of a repeal or modification of the act. The slight effect of the boycott will be magnified by the trusts anthropists," until the presi-

East Oregonian.

(Concluded on page 4)

S.D. Percival left on Saturant place for several



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1 lb. tea