

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, NOV. 2, 1905.

NO. 11

TO BE EXTENDED AT ONCE

Rumor that Contract is Let--To Cross the State From the North to the South.

It has been reported here during the week that the Great Southern Railway, known as the Dufur road, had already let a contract for the extension of that road South from Dufur to Madras, and that Nelson, the contractor who did the construction work between The Dalles and Dufur, had also been awarded the contract for construction of the extension. This report has not been confirmed by anything in the daily dispatches, but it is quite well known that some time ago Mr. Nelson was awarded the contract for an extension of the Dufur road on South from its present terminus to the southern part of Wasco County, and those who are familiar with that section of country say it is quite unlikely that the road would be extended for that distance and no further.

The promoters and owners of the Great Southern have shown no hesitancy in making known their plans to enter the Central Oregon field, and the President, John Heimrich of Seattle, has been frequently quoted as saying that the road would not stop at Dufur but would be pushed on into Central Oregon as rapidly as possible. Some two or three weeks ago F. S. Gordon, engineer in charge of the work for this road, and Mr. Nelson, the contractor, were in this neighborhood making a reconnaissance of several routes into this immediate section. They spent some time on the Deschutes River near the ferry, making reconnaissance trips up to Willow Creek and on up the gorge, and also up Trout Creek from the mouth. What their purpose was can only be surmised, but it is these things which keep alive the belief that the Great Southern is about to invade the Central Oregon country, and that James J. Hill is actively backing up the project, with a view to entering this territory so long held exclusively by the Harriman interests.

The story regarding the extension of the Dufur road goes further and says that the work will be hurried as much as possible, in order that the road may be completed by the time the Hill line down the North bank of the Columbia is ready, and the contracts call for the completion of that road not later than November 1, 1906. And that later the road will be extended clear through to Klamath Falls, by way of Bend, the road traversing the states from North to south and competing with the Harriman lines for all of the business in all of the immense territory known as Central Oregon.

Meanwhile there is not lacking evidence of activity on the part of the Harriman interests. At present there is a corps of engineers at work in this vicinity, correcting the location of the old Columbia southern route. They also are going all the way through to Klamath Falls, and the character of their camp outfit indicates that they are out for a winter's work. While nominally "Oregon Eastern" men, they are members of the great Harriman railroad family, and the care with which the present survey is being made plainly indicates that it is more than mere bluff. The

railroad situation in Central Oregon at this time is an interesting one, and one that may develop very speedily into active railroad construction from several directions.

HILL FREE TO MAKE WAR ON HARRIMAN

The Wall Street Journal, of recent date, says: There is no truce between E. H. Harriman and J. J. Hill. They will each separately fight out the railway destinies of the Northwest. They are bound by no law, written or unwritten, with regard to invasion of territory. The Burlington will build into Salt Lake. It will be a parallel and competing line with the Union Pacific, being closely alongside it from Omaha to Salt Lake. J. J. Hill will go into Portland and fight for every ton of freight that crosses the northern half of the continent.

The Harriman railways now hold San Francisco safe, as the Hill railways hold Seattle. How long it will be before Hill's ambition carries him to San Francisco, or Harriman's ambition carries him to Seattle, no one can say.

Perhaps the Burlington extension is based upon an understanding with the Western Pacific. It is a fact that the Hill railway will enter Salt Lake City about the moment the Western Pacific completes its last link to the Salt Lake-San Francisco line. Harriman and Gould railways are enemies; Hill and Gould lines never met in competition.

Oregonian: If Mr. Harriman will take a ride up the south bank of the Columbia river he can look across and without leaving his own elegant palace car, on his own road, see how a railroad builder builds a railroad. It has not been two months since Mr. Hill announced that he would build down the north bank of the Columbia, yet today the contracts are let and construction is, or is about to be, actively under way. It has been more than two years since Mr. Harriman announced that he would build from Bend into Central Oregon, and not a spadeful of earth has been turned. If actual construction is under way on any of the other numerous projects in Oregon, except the Arlington branch, we have not heard of it. No doubt Mr. Harriman will build—into Central Oregon, to Coos Bay; into the Wallowa country, into the Klamath region; but when?

Crook County Journal: Work was completed the last of the week on the new dryer at the Alamedan property on Lookout mountain and Sunday the furnace was fired for the second time. Three or four days will be consumed in raising the temperature to the desired height when it is expected that a continuous run will be made for a month or six weeks, or as long as the weather permits. At present the company is busy getting in a large supply of cord wood, and ore is being hauled to the ore bin above the drier so that as soon as the furnaces are ready to receive its supply nothing will prevent the steady reduction of ore. A night and day shift will be kept busy and the first clean-up will be made in a short time.

CONTRACTS FOR LINE DOWN THE NORTH BANK

Work will Be Completed in One Year, at Cost of \$10,000,000.

The contracts for the building of the Hill line down the north bank of the Columbia into Portland have been let, and the work is to be completed by November 1 of next year, at a cost of \$10,000,000. This does not include the cost of bridges across the Columbia and the Willamette, which will be another \$2,000,000. The sub-contracts were let by Seims & Shields, the general contractors, at Vancouver on last Saturday, and about 12 firms were successful in securing a slice of the construction work between Kennewick and Portland. The time allowed for the completion of the work, only one year, is short, but the work will be pushed as rapidly as possible, an army of men being employed. The 12 sub-contractors cover a distance of about 130 miles, and each one of them is responsible for the completion of his portion of the work within the allotted time.

DEATH OF PERCY PRIDAY

Percy L. Priday, a son of Mrs. A. J. Priday, of Cross Keys, died of typhoid fever at the Southern Pacific Hospital in San Francisco, on October 25, 1905. He had been ill with fever for about three weeks, but the daily reports which were received from his bedside were all of a most encouraging nature until the day before his death, when he became suddenly very much worse, dying the next morning. At the time of his death his sister, Mrs. W. M. Davey, was with him. The remains were brought to Antelope for interment, which took place last Saturday.

Percy Priday was well known throughout this county, of which he was a native son. He was next to the youngest of the Priday sons, and about a year ago went to California to work in the mechanical department of the Southern Pacific railroad, for which work he seemed to especially care. He was getting along nicely until taken with typhoid early in October. He was a most estimable young man, of upright character, and his death will be felt keenly by his many friends.

Prineville Review: It has always been a source of wonder to the Review why gold in paying quantities has not been discovered in Smith Rock hills. Colors are to be found entirely through the mountains, which contain some of the prettiest quartz veins the eye ever feasted upon, but the ore is refractory and the values run but a dollar or two. Prospectors innumerable have been over the hills constantly for the past 10 or 12 years in search of the pay chute but nothing of value has been unearthed since the big chunk of float was found far up in the hills and its location immediately afterward lost.

Oregonian: Mr. Harriman saw that famous gasoline motor at Omaha and pronounced it good. It will be used, we suppose, to replace those equally celebrated automobiles on the hot air branch of the Columbia Southern from Sunniko south.

W. J. and Charles E. Lamson, of Culver, were in town on Friday, appearing as witnesses in the homestead proof of Jackson L. Clingan before U. S. Commissioner Rea.

Lya Nichols and wife, of Haycreek, attended the Halloween festivities in Madras on Tuesday evening. Mr. Nichols is engaged in the cattle business near Haycreek.

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