

# The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, DEC. 21, 1905.

NO. 18

## THE GREAT SOUTHERN ROAD ENGINEER HERE

Chief Engineer of Dufur Road Visits Madras and Makes Reconnaissance Up Willow Creek Gorge. Route is Feasible, and Expresses Belief that Road will Come in That Way.

A locating party belonging to the Great Southern Railway Co., commonly known as the Dufur Road, is at present camped on the Bill Lyle ranch in the Big Cove on the Deschutes River, about seven miles below the mouth of Trout Creek. Mr. F. S. Gordon, the chief-engineer in charge spent last Friday and Saturday in Madras, looking around for the most feasible route for reaching Madras. On Saturday he made a horseback reconnaissance down Willow Creek from Madras to the mouth, and stated upon his return that a very good line could be constructed that way.

The surveying party is now making a very careful location of the route from Dufur for about 100 miles out this way, preparatory to the letting of contracts for construction work early in the spring. Mr. Gordon says that his people are very anxious to begin this 100 mile extension and that as soon as favorable weather sets in next spring, work will be started and that they hope to have the 100 miles completed and trains running within a year from that time.

The line that Gordon has located comes out through Tygh Valley, and reaches the Deschutes on an easy grade just above the mouth of White River. It crosses the Deschutes about the old Maupin Ferry and keeps on the East bank from that point. The grade up the Deschutes is very easy, being about 15 feet to the mile, and from the mouth of Willow Creek to Madras it will take about 2 per cent climb to overcome the difference in elevation.

The people in charge of the Great Southern have great plans, and are not building a road like the Columbia Southern, one that skims the surface of the ground and goes up one hill and down another, but their line is built on the best possible grades, and with the elimination of sharp curves as much as possible. They plan upon, ultimately, building across the state, down Pitt River, in Northern California, and reaching an outlet in the Sacramento Valley at Redding. This will give them connections with three transcontinental lines; the Great Northern and the Harriman line on the North and the Western Pacific of the Gould lines on the South.

Mr. Gordon expects that his party of surveyors will reach Madras in about a month. There is no doubt that he favors the Willow Creek gorge as a pass from the Deschutes up on to the plateau lands, and should he recommend it, there is no doubt that this pass will be adopted when the road is built. The distance from the mouth of Willow Creek to Madras is about 8 miles, and the difference in elevation a little less than 800 feet.

## NEW TELEPHONE LINE.

Madras is to have a new telephone line, connecting it with the long distance line at Hay Creek, and construction on the line will be begun at once. The

telephone line between Madras and Prineville was built during the Spring of the present year, but owing to the number of phones upon this line, the service has been very unsatisfactory and the telephone resorted to only when absolutely necessary. Owing to this fact, the owners of the line are going to build the new line, connecting this office with the Haycreek office. The line will give much better service, the rates will be greatly reduced, and the service of the new line will be altogether more satisfactory than that over the Madras-Prineville line.

Considerable new telephone line has been built in Crook county during the past two years, and when the new lines now about to begin construction are completed, the county will be pretty thoroughly "connected up". Last year Bend was connected with the outside world by the Bend Prineville line, and this year Lamonta, Forests, Haystack, Culver and Madras have been connected by the Madras-Prineville line and numbers of ranchers along the line have had private phones put in. The phones used on these new lines are the same as those used on the lines of the Pacific States Telephone & Telegraph Company, commonly called the "long distance" line, and the service should be first class when the improvements now under way are completed.

## ANOTHER BIG RANCH.

C. S. Eaton, who arrived this week to develop a 640-acre ranch for E. A. Baldwin, of the D. I. & P. Co., east and a little south of Bend, has already put lumber on the ground for buildings, which will be constructed at once. A frame dwelling 20x22 feet, one story, and a barn 26x32 feet will constitute the plant for this winter. The work of clearing land will go forward so a considerable area will be ready for seeding in the spring. Mr. Baldwin expects to raise a variety of crops and will combine experiment work with farming for profit.

The Baldwin tract is in the neighborhood of the Turney holding of 640 acres and the Johnston ranch of 1080 acres, now under development. The Haskwell-Guerin tract and the Janney farm are also in that locality. All the ditch land holdings of the officers of the D. I. & P. Co., and their friends are out east of Bend and they will develop big ranches there.

Moro Observer: Hon. Jos. Shearer has sold his hotel, bridge, and water rights on Deschutes, to a syndicate that will convert the power, now wasted to electrical uses at no distant day, doing wonders in the way of development of the hidden resources of this part of The Inland Empire, resources that an Oregonian, with only a small fortune never could see, but which open and expand like the century plant to the keen-eyed representative of a phalanx of multi millionaires from the land where \$20 gold pieces sprout, and produce like wheat on the moist soil of Sherman county. Mr. and Mrs. Shearer will make their home on the Finnegan ranch. We welcome them to Sherman county.

All kinds of rough and dressed lumber, moulding, door and window stops and sashes at the Grizzly Lake Lumber Yard.

## LOST IN THE MOUNTAINS.

Percy Megargel and Dave Fasset, who passed through Madras about a month ago, driving the automobile Reo Mountaineer on its transcontinental trip from New York City to Portland and return, are reported to be lost in the mountains West of Flagstaff, Arizona, and have not been heard of for several days. The automobilists left the town of Williams for Flagstaff, Arizona, on last Friday morning, and up until Monday afternoon it had been impossible to reach them where they are supposed to be snow-bound.

The attempt of Megargel and Fasset to cross the mountains is declared to have been a most fool-hardy one, as the trails had not been broken in more than a month, and all of the roads were piled high with snow. So deep is the snow on the roads leading out of Flagstaff, that rescuing parties who have been trying to get to where the automobilists are supposed to be been unable reach them at all. One relief party was lost, and another relief party is now out hunting for them. One man was found frozen to death, and another is reported to be dying from exposure, and as a blinding snow-storm is raging, little hope of rescue of Megargel and his companion is expressed.

Megargel and Fasset were here last month, and after loading at this place with gasoline enough to carry them through, started for Portland by way of the Barlow route. The trip proved an extremely difficult one, the automobilists spending several nights out in the hills without food, and in many places having to cut their way through. Megargel is an author and journalist and an automobile enthusiast, and Fasset is an expert mechanic who is accompanying him. The present transcontinental trip was to have covered a distance of more than 9000 miles.

## MOVING ON TO BEND.

Chief Engineer Graham and his party of Oregon Eastern surveyors who are locating a railroad line between Madras and Bend, are moving to Bend today and will make their headquarters here for some week. Their camp will be on the flat where the barns and corral of the D. I. & P. Co. formerly was. The Pilot Butte company has given them free camp facilities and every courtesy desired.

The news has been published that Harriman has made definite announcement of a railroad from Eugene to Klamath Falls and Ontario next year, but the story is so muddled that it does not add much to public knowledge of the matter. The Dufur line is coming right along from the north. News from a private source runs to the effect that there will certainly be an advance of the Corvallis & Eastern, either as a Harriman property or a Chicago & Northwestern link, and the fact it could throw a line into Bend in three months, if necessary, is taken as proof that it is still the most important transcontinental factor for Central Oregon.

A slight fall of snow, barely covering the ground, occurred in this vicinity Tuesday night. Grizzly and adjacent buttes were heavily shrouded with the feathery flakes, while at Bend the depth of snow was about four inches.

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TIME TABLE NO. 10.  
Effective July 3, 1904.

North Bound No. 1.	Daily Pass.	Arrive
11:50 a.m.	11:50 a.m.	11:50 a.m.
12:15 p.m.	12:15 p.m.	12:15 p.m.
12:40 p.m.	12:40 p.m.	12:40 p.m.
1:05 p.m.	1:05 p.m.	1:05 p.m.
1:30 p.m.	1:30 p.m.	1:30 p.m.
1:55 p.m.	1:55 p.m.	1:55 p.m.
2:20 p.m.	2:20 p.m.	2:20 p.m.
2:45 p.m.	2:45 p.m.	2:45 p.m.
3:10 p.m.	3:10 p.m.	3:10 p.m.
3:35 p.m.	3:35 p.m.	3:35 p.m.
4:00 p.m.	4:00 p.m.	4:00 p.m.
4:25 p.m.	4:25 p.m.	4:25 p.m.
4:50 p.m.	4:50 p.m.	4:50 p.m.
5:15 p.m.	5:15 p.m.	5:15 p.m.
5:40 p.m.	5:40 p.m.	5:40 p.m.
6:05 p.m.	6:05 p.m.	6:05 p.m.
6:30 p.m.	6:30 p.m.	6:30 p.m.
6:55 p.m.	6:55 p.m.	6:55 p.m.
7:20 p.m.	7:20 p.m.	7:20 p.m.
7:45 p.m.	7:45 p.m.	7:45 p.m.
8:10 p.m.	8:10 p.m.	8:10 p.m.
8:35 p.m.	8:35 p.m.	8:35 p.m.
9:00 p.m.	9:00 p.m.	9:00 p.m.

For other information apply to  
C. E. LITTLE, G. F. & P. A.  
Shaniko, Oregon.  
MADRAS, OREGON.