

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, DEC. 28, 1905.

NO. 19

WILL TRAVERSE STATE

Build from California to Columbia River.

THE GREAT SOUTHERN ROAD

Line will Probably Run Up Willow Creek Gorge, which is Most Feasible Route.

Another party of railroad engineers is camped at the mouth of Willow Creek on the Deschutes, and members of the party spent Christmas in Madras. They have been running a line from Tygh, where they picked up the Great Southern survey, down White River, up the Deschutes and are now trying to get out on to the high plateau lands which form the large wheat belt of Crook county. The party is in charge of F. S. Gordon, who had charge of the Great Southern construction work, and they are known as a Great Southern party of engineers, but recent developments indicate that the line which they are surveying is independent of the Great Southern, although it may be backed by the same capital which was behind the Dufur road.

A month or more ago Mr. Gordon spent some time down on the Deschutes, making reconnaissance trips up Trout creek and up Willow creek, and even on up the Deschutes above the mouth of Willow creek. At that time he was accompanied by Mr. Nelson, vice-president of the Great Southern Company. About ten days ago Mr. Gordon was in Madras, and from this place made a reconnaissance down Willow creek gorge, giving out the statement that he was trying to find an easy pass up on to the Willow creek basin wheat lands. Upon his return he stated that the route up Willow creek was entirely feasible, and that a road could be built on an easy grade at comparatively small expense. The result of the trip was that the survey then in progress, and which had reached a point about 20 miles down the Deschutes, was run up Willow creek instead of attempting to come up Trout creek, where it is known there would be considerable rock work.

The plans of the promoters of the project, and who are in fact identical in part with the promoters of the Dufur enterprise, are extensive in scope, and if carried out will mean the rapid development of this section of the state. Although the party is in charge of Mr. Gordon and is backed by the same capital which promoted the Dufur enterprise, the statement was made by one of the party that it was not a Great Southern project, and that the road now being surveyed would never connect up with the Great Southern. As outlined by him the present plan is to return within the next thirty days to the mouth of White river, take up their survey at that point and extend it down the Deschutes to the Columbia, where connection will be made either with the Harriman lines, or with the Hill road on the North bank of the river. The road as projected would extend from the Columbia up the Deschutes as far as Willow creek, then up Willow creek on to the plateau wheat lands of the Willow creek basin, and south from here to Bend, then

on the Klamath Falls and eventually on through to California, giving them a through line traversing the state from north to south on easy grades, and which would eventually be the channel through which most of the south bound traffic would pass. From the Columbia up to Willow creek, a very cheap road could be built on not to exceed a half of one per cent grade, or about 30 feet to the mile. Some years ago The Dalles capitalists projected a line up the Deschutes, running a survey as far as the mouth of Trout creek, and their field notes show that the grade would not exceed half of one per cent and that not over one mile of rock work would be encountered from the mouth of the Deschutes up to Trout creek. From the mouth of Willow creek up on to the wheat lands the line could be built on a grade of possibly one to one and a half per cent, and on south from this place the grades would not at any point exceed one per cent.

Such a route as that now being surveyed by the Great Southern party of engineers is without question the most practicable and the most feasible that has ever been projected into Central Oregon. Heavy gradients are stubborn facts which have confronted every railroad project into Central Oregon except this one which follows the water level, and it is quite evident to all who pause to consider, that no road across the hills could compete with a road up the Deschutes for the tonnage which would be produced in this territory. And in addition to the local business must be taken into consideration the advantages offered by such a route for handling the immense business with southern points and which must now go by way of the Shasta route where tremendous grades make railroading a slow and an expensive business. And, following out such a line of speculative thought, one is confronted with innumerable inquiries as to what will eventually be the outcome of it all. Will Hill invade Harriman's territory with this line, with which he could make serious inroads into it, or will the proposed route after all become a Harriman line, supplanting the Shasta route in the handling of the California business and making a purely local line out of that? These and other like questions are ones that only time can answer, although in their solution rests the destiny of this great section of the state. It may be that after all Mr. Nelson and his associates have correctly summed up the situation, and that they may yet teach such veterans as Harriman and Hill something about railroad building.

Laidlaw Chronicle: N. P. Paulsen of Madras was in town last Saturday. Mr. Paulsen informs us that he was recently offered \$1400.00 for the relinquishment on his homestead near Madras, he filed on this land about two years ago and at that time many considered land in that locality worthless.

At the meeting of the literary society next Saturday evening a mock trial constitutes the programme. While most of those participating in the trial are amateurs in this line of entertainment, it is expected that it will be both humorous and instructive.

All kinds of rough and dressed lumber, moulding, door- and window-sills and shingles at the Grizzly Lake Lumber Yard.

BUILDING RAILROAD THROUGH WYOMING

Chicago & Northwestern Hurrying Westward.

Marvin Hughitt, president of the Chicago & Northwestern railway, is building through Wyoming at the rate of three miles a day, and this week opened another new station, called Seminole, located 35 miles west of Caspar.

The Wyoming extension is named the Wyoming & Northwestern. The Portland office of the Northwestern has received formal notice of the opening of the new station of Seminole. The survey continues in an almost direct line to Lander, and then bears northwest, crossing the Rockies through a pass south of Jackson's lake, and passes through Market Lake and Mackey, both on the Short Line. The route runs directly west to Boise, and hits the Snake river at Nyssa, then runs through Central Oregon on a line running between Prineville and Bend. Another survey made by the Northwestern bears southwesterly at the western boundary of Wyoming, takes in the irrigated districts of southern Idaho, crosses the Snake river at Glenn's Ferry, comes into Oregon through Jordan valley and passes through the state on a route south of Malheur lake, tapping the great Blitzen river region, and coming into the Willamette valley via the McKenzie fork of the Willamette river, through the same pass that the Harriman management is now surveying for a route for the Oregon Eastern from Natron.

The railroads are not overlooking the fact that in south Central Oregon there exists great deposits of borax, gypsum and nitrates, that are found in sufficient quantities to play havoc, it is said, with the present trusts controlling these minerals.

RESCUED FROM SNOW DRIFT

Percy Megargel and his companion, Dave Fasset, the transcontinental automobilists whose perilous attempt to cross the mountains West of Flagstaff, Arizona, over roads piled high with snow, was told of in last week's issue, were rescued by the relief party which was sent in search of them. When found they were in a desperate condition, snowed in without food or gasoline, in a deep ravine 13 miles from Flagstaff, and in a few hours they would doubtless have been dead from the cold. They had saved themselves up to that time by using gasoline to build a fire, and the only food they had had in 36 hours was a squirrel which had been shot during the day.

While seeking Megargel and Fasset, the relief party came across the frozen body of a logger who had been lost for two days. He had lost his way in the blizzard and perished from the severe cold.

F. S. Gordon, chief of the party of Great Southern engineers who are surveying in this vicinity, was in town yesterday. Mr. Gordon has recently made a reconnaissance up the Deschutes above Willow creek, and he states that any road built up the Deschutes will not follow that stream further up than the mouth of Willow creek, as the work above there is so heavy as to be almost prohibitive of railroad building.

The small boys are using the recent fall of snow to advantage and are coasting on the small hill south of town.

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