

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, JAN. 18, 1906.

NO. 22

RAILROAD SURVEY ENDS

A Fine Grade up Willow Creek Gorge.

IS FINANCED BY SEATTLE

Great Southern Engineers Finish Survey up Willow Creek and Return to The Dalles.

The party of railroad engineers in charge of F. S. Gordon completed their survey into Madras on Tuesday evening, and left on Wednesday morning for Shaniko, from which place they will go to The Dalles. The intention of extending the survey on further south was abandoned for the present, Mr. Gordon stating that the present severe weather made the undertaking difficult, and that the survey up the Deschutes and out to this point was the most important portion of the enterprise, the road from this place on south being "easy going."

It is reported that the engineering corps will now take up the work at the mouth of White river, where the line first reaches the Deschutes, and survey the line on down the Deschutes to its mouth.

Mr. Gordon states that he is very much pleased with the grade they got up Willow creek, and which will not at any point exceed one and a half per cent. In fact he thinks that the line can be built up the gorge on a one per cent grade, and that this pass will be the way to get up on to the plateau lands. It is understood that right-of-way maps have already been filed upon the location made by this party for the line up the Deschutes.

W. F. Nelson, who is said to be backing the present survey, is vice-president of the Great Southern railroad, and was the contractor who built that line from The Dalles to Dufur. He was also the contractor who built the State Portage Road around Celilo Falls. Mr. Nelson is known as one of the best railroad contractors on the Pacific slope and is said to be a man of considerable wealth. He is associated in the Dufur enterprise with Seattle capitalists, some money also being contributed by Portland capitalists.

MOREHEAD H. E. CONTEST

The contest case of Lawrence L. Nichols vs. George R. Morehead was heard before U. S. Commissioner Rea on Monday and Tuesday, a large number of witnesses being examined on each side. Nichols conducted his own case, and Mr. Morehead looked after the defense of his homestead entry. The land involved is situated about 10 miles north of Madras on Agency Plains. Nichols is contesting it upon the grounds that the occasional visits of Mr. Morehead do not constitute a residence upon the land as required by law, and that his family has never resided there. Mr. Morehead makes the defense that it would be impossible for him to make a living for himself and family upon the land without some outside help, and that he has made as good a residence there as he could under these conditions. The absence of his family, he contends, is excusable on the ground that the health of his wife would not permit of her living on the

plains during his absence.

The contest is being watched with much interest by the homesteaders of this locality, as the question of what will constitute residence by a married man, under the present requirements of the land department, is an oft-mooted one. A decision in the case will not be had for some time.

RAILROADS AFTER TIES.

Crook County Journal. Additional evidence along the line of railroad activity in this portion of the state is shown in the inquiries made by the purchasing agent of the Southern Pacific relative to the manufacture and delivery of pine ties.

A short time ago the Journal made mention of the fact that the Great Southern was negotiating with the U. S. Cowles sawmill for the purchase of railroad ties, and since that time the Southern Pacific has asked another mill company in western Crook county to submit bids for the manufacture and delivery of ties at Forest, Redmond and Bend. The latter request came from the San Francisco offices of the Southern Pacific, and shows plainly that the surveys now being made by that company from the north are not idle work. It is not known at this time whether Mr. Cowles has made any definite contract for the manufacture of ties for the Great Southern.

TAX LEVY IS FIXED.

At its last session the county court fixed the tax levy for Crook for the ensuing year at 21 mills, which is the same levy in amount as that of last year, although there is some slight difference in the items making up this total. The state and county tax are reduced one mill while the school tax is increased a corresponding amount. The levy for roads has been increased half a mill, and a corresponding decrease made in the levy for high school. For comparison the levies of the past two years are given below:

	1905	1906
State and County	9	10
School	6	5
Road	3	2 1/2
High School	3	3 1/2
Total	21	21

The assessment this year amounted to \$2,926,256, which amount includes the exemptions allowed. The county will pay to the state about \$8000 in taxes this year.

ROSEBURG OFFICE OPENS.

The Roseburg land office was again opened on Tuesday, January 9, just one year after the date of its closing and the suspension of Register Bridges and Receiver Booth. The new register, B. L. Eddy, and Receiver J. M. Lawrence are being assisted in their work of straightening out the large quantity of work which has accumulated by Special Agent Higby. Mr. Lawrence was formerly U. S. Commissioner at Bend, and editor of the Bend Bulletin, and he was appointed by the President over the protest of Senator Fulton.

Rev. J. K. Craig, pastor of the M. E. church at this place, is conducting a successful series of revival meetings at Lamonta during the past week. He spent Sunday with his family at this place, returning to Lamonta on Tuesday.

MEGARGEL'S AUTO EAST IN THE QUICKSAND

Percy Megargel and David Fassett, who will be remembered as the trans-continental automobilists who passed through Madras late in the fall, have been having a series of mishaps upon their journey of 9000 miles. While crossing the Cascades by the Barlow route they had a number of experiences which were calculated to have dampened the ardor of less enthusiastic devotees of automobiling, but after a few day's rest in Portland they proceeded on the return journey by way of California and the southern route. In the mountains of Arizona they were next heard of as being lost in a blizzard, and when found by a relief party sent in search of them, they were blocked by the snow, out of food, and in desperate straits. Their latest adventure is told in a despatch from Gallup, New Mexico, on Jan. 11, as follows:

"This afternoon trainmen coming in from the west report the loss of the Reo Mountaineer automobile in the quicksands near Aztec, Arizona. When the transcontinental tourists, David Fassett of Lansing, Mich., and Percy Megargel left Holbrook Sunday they were warned not to try to cross the Rio Puerco at a certain ford as a team and wagon had been lost in the deep sands at that point.

Regardless of warning, the car was driven onto the frozen quicksands, the crust broke and the heavy machine went down. The tourists jumped for solid ground. Megargel was caught in the sink and was pulled on by Fassett, who caught solid ground.

A rope was fastened to the car and to a mesquite bush on the bank, but the car continued to sink rear first until only the headlight remained above the ground.

Mexicans have been secured and by aid of ties an effort is being made to work the machine out of its hole. The accident occurred within half a mile of where some years ago three passenger cars were lost after a wreck, the cars sinking to a great depth in the quicksand. The auto may be saved, but it is doubtful."

WHAT THE HARRIMAN SURVEYORS ARE DOING

Bend Bulletin. Chief Graham, of the Oregon Eastern surveying crew, took a trip south along the river Sunday to look up a location to which to move camp. He went as far as Rosland and returned Tuesday. The camp will be moved to W. P. Vandever's ranch at Lava. They expect to be in Bend about three weeks longer. Thursday the first load of freight was moved. The crew is now about six miles south of town and a mile east of the Silver Lake road. They are running the line almost due south, but will veer to the west somewhat in order to run west of the lava bed. The survey may run across a portion of the bed. This will necessitate the crossing of the Deschutes river near Benham Falls, and will bring the line onto the level country of The Meadows on an easy grade.

J. H. Windom, a prominent rancher from the Haystack neighborhood, was a business visitor in Madras yesterday.

WE Will Buy Your **W H E A T**

OUR NEW FALL GOODS ARE HERE

Ladies' and Children's Hats, Caps and Bonnets
Buy a new Jacket. All going at Half Price
Every man needs a new Fall Hat. Come in and see Ours
We can fit you out in any kind of a Suit, from a Sunday Suit to a Mackinaw.

BUY A NEW PAIR OF SHOES

Before the wet weather
And Don't Forget We Sell a Nice, Clean Line of Groceries

LENA M. LAMB, Prop.

MADRAS, OREGON

AT THE OLD STAND

Horseshoeing, Blacksmithing, Wagonmaking
F. J. BROOKS, Madras, Ore.
WE SELL Agricultural Implements, Machinery and Barbed Wire

LUMBER

...FOR SALE...
COWLES & DERHAM Sawmill
on Deschutes River
FIRST-CLASS LUMBER AT LOWEST PRICES
Rough lumber deliv'd at Madras \$13.50 Per m.
All dimension lumber will be Fir if desired at same price.
SEND ALL ORDERS TO THE MILL
Daily Mail, P. O. Address,
MADRAS, OREGON

Shaniko Warehouse Company

GENERAL STORAGE AND FORWARDING
Special attention to Wool Ginning and Baling for Eastern shipments. Dealers in Blacksmith Coal, Lime and Builders' Material of all kinds. Sulphur, Wool and Grain Sacks and Twine, Grain, Flour and Feed. Highest price paid for Hides and Pelts. Stock Yards with all the latest and best facilities for handling Stock.
Mark Goods Care of
"S. W. Co."
T. G. CONDON, Manager.

Cornett Stage & Stable Co.

MADRAS
TO
SHANIKO
DAILY EXCEPT SUNDAY
Special attention given to carrying Express Matter.
Fare \$4.50; Round trip, \$8.
Agent at MADRAS HOTEL.

The - Madras - Pioneer

\$1.50 PER YEAR

PROFESSIONAL CARDS.

Z. PEASE
THE MADRAS JEWELER
WATCH, CLOCK & JEWELRY REPAIRING
101 So. Lusk St. Lamb's Cash Store

HAROLD CLARKE
DENTIST
Dental Work at reasonable prices.

L. WEDDEMANN
NOTARY PUBLIC
Townsite Building

NOTARY PUBLIC AND U. S. COMMISSIONER

NOTARY PUBLIC
OFFICE OF THE PLACE
CUMBER PRECINCT

PHYSICIAN & SURGEON
Office in Drug Store.

PHYSICIAN & SURGEON
Office over Madras Meat Market
Hours 9 A. M. to 2 P. M.

First National Bank
PRINEVILLE, OREGON
ESTABLISHED 1888
Savings and Undivided Profits \$80,000.00

WILLOW CREEK SAWMILL
CUMPTON & M'WEEKIN, Props.
New sawmill in operation
supplied with all kinds of rough
LUMBER
and lumber on hand as soon as
reasoned for shipping.

UDSON LAND CO.
THE DALLES, OREGON.

UMBIA SOUTHERN RAILWAY CO.

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

STATIONS.	North Bound No. 1.	Daily Pass.	Arrive
Biggs	11:00 a.m.		
Gilman	11:15 a.m.		
Waco	11:30 a.m.		
Shaniko	11:45 a.m.		
Haystack	12:00 p.m.		
Madras	12:15 p.m.		
Prineville	12:30 p.m.		
Wheeler	12:45 p.m.		
Wheeler	1:00 p.m.		
Wheeler	1:15 p.m.		
Wheeler	1:30 p.m.		
Wheeler	1:45 p.m.		
Wheeler	2:00 p.m.		
Wheeler	2:15 p.m.		
Wheeler	2:30 p.m.		
Wheeler	2:45 p.m.		
Wheeler	3:00 p.m.		
Wheeler	3:15 p.m.		
Wheeler	3:30 p.m.		
Wheeler	3:45 p.m.		
Wheeler	4:00 p.m.		
Wheeler	4:15 p.m.		
Wheeler	4:30 p.m.		
Wheeler	4:45 p.m.		
Wheeler	5:00 p.m.		