

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, FEB. 15, 1906.

NO. 26

DALLES CITY STRIKES ROCK

Telegram.

As a result of striking a rock at Crates Point last Thursday the steamer Dalles City lies beached about a 100 feet from shore on the Washington side of the Columbia river four miles below The Dalles.

The steamer left The Dalles at 7 o'clock last Thursday morning with 75 passengers and a good cargo of freight, bound for Portland. After getting the steamer under way Captain Sid Scammon went to breakfast, leaving Pilot Ed Ellis at the wheel. When rounding Crates Point the vessel struck a rock, tearing a hole in its hull. Ellis signalled for all the power the engines could give him and headed for the Washington shore, beaching the boat inside of four minutes from the time it struck. The vessel settled in 20 feet of water at the stern, while the bow is above water.

The passengers climbed to the hurricane deck, and were taken off in the lifeboats. The crew and passengers acted coolly under the excitement of the wreck. The only fatality was the drowning of a dog in the engine room.

The Dalles City cannot be raised without the assistance of another boat.

The agent of the Regulator Line says the point where the Dalles City struck is one of the bad places in the river. A long reef of rock, similar to those common about The Dalles, projects from the Oregon shore. This causes a sharp turn in the channel, requiring very careful maneuvering to avoid piling the vessel on the reef on the Oregon side or on the shelving beach on the Washington side.

Pilot Ed Ellis, who was at the wheel, hampered by the swirling current, the local officials suggest failed to swing the head of the boat far enough, and the jagged rocks opened a great rent in her hull.

SURVEYING UP DESCHUTES

Either today or tomorrow, says The Dalles Chronicle, a crew of O. R. & N. surveyors will pass through The Dalles on their way to Deschutes and their advent into Eastern Oregon is most important. We have heard much about a railroad into the Bend country, and it looks very much as though we are about to have it, the O. R. & N. having a finger in the pie.

The Deschutes Railway company has incorporated with a capital stock of \$100,000.00, and if the projected route following the Deschutes river is found to be practicable, they promise to have 180 miles of road, from the mouth of the river to Bend, completed in about a year.

This road will be the longest feeder the Harriman system has pushed into Central Oregon. For seventy miles it will parallel the Columbia Southern, but will draw freight from a section too far removed to be served by that line. It will bear the same relation to the main line that the Columbia Southern and Condon and Heppner branches do, but will be twice as long as either of them.

FIVE KILLED IN WRECK

Another death among the injured in the terrible O. R. & N. wreck at Bridal Veil increases the number of killed to five, the

last death being that of Mrs. Nellie Riley, an aged lady from Walla Walla, who died at St. Vincent's hospital in Portland.

The investigation into the causes that led up to the fatal wreck fail to show the slightest cause of blame against the railroad companies, the accident having resulted from one of those strange combinations of circumstances which sometimes occur and from which there seems to be no escape. Neither the slight accident to the freight, which necessitated the delay in the Spokane train, nor the burst pipe in the Overland train, would in itself have necessarily resulted in injury to anyone, but occurring at the same time they resulted in the death of five persons and the injury of many others.

MUST RESEED WHEAT.

Because they improperly applied the formaldehyde smut preventative solution to their seed wheat, several farmers will be compelled to reseed considerable of their fall sown grain.

Tom Thompson will reseed about 210 acres and L. L. Mann about 450 acres on this account.

Mr. Thompson, in speaking of the matter this morning, said that the formaldehyde solution for preventing smut is all right if properly applied, but he says that an improper application of it causes the death of the germ of the seed. If the solution is allowed to soak into the wheat too long and the grain becomes too thoroughly saturated with it and then participary if the grain is not dried as soon as it will run through the drill, it is liable to damage the seed.

But where the solution is only moderately applied and the seed drilled immediately afterward, that he is certain that it is an effective and harmless remedy.

The Dalles Chronicle: J. H. Sherar was in the city yesterday and says that he has sold all of his property along the Deschutes river to a syndicate of New York capitalists for \$75,000. His sale includes a hotel, bridge, toll roads and water rights. Sherar is a pioneer of Eastern Oregon and has been in Wasco county since 1861 and has lived at Sherar's bridge more than 30 years.

A dispatch from The Dalles to the Portland Journal says: A party of engineers is at the mouth of the Deschutes surveying a route, it is claimed, for an extension of the O. R. & N. line to Bend, Crook county, which it is said will be completed in one year.

Wedding Bells--Hannan-Jackson

On Tuesday of last week William Hannan and Miss Addie Jackson, both popular young people residing upon Agency Plains, were married at the county seat, Rev. W. P. Jinet officiating at the ceremony. None of their many friends at this place knew of the happy event until their return on Thursday.

The bride is the eldest daughter of Mr. and Mrs. J. H. Jackson, and until three years ago resided with her father's family at The Dalles, where she enjoys the friendship of a wide circle of friends.

The groom is a young rancher upon Agency Plains where he recently made final proof upon a fine quarter section of land. He and his bride are both popular in the community, and we most heartily join in the good wishes of their many friends. They will reside at Mr. Hannan's home, where they will be at home to their friends.

Go to the Grizzly L. Lumber Yard for your doors and windows at prices that make you smile.

LOVELAND OPENS AIR SHAFT

Frank Loveland struck an apparently inexhaustible supply of "hot air" last Friday afternoon in the well which he is drilling in Madras. They had reached a depth of about 130 feet when the drill ran into a crevice, and immediately the warm moist air began blowing out of the drill-hole, the air coming out with sufficient force to blow away any small wooden objects placed over the drill-hole. Mr. Loveland, who dislikes to see anything in the nature of wasted energy, improvised a hot-air calliope by placing a tin pail over the drill-hole and then fitting a French harp in the bottom of the bucket, and this instrument discoursed sweet music for the entertainment of the crowds of Madras citizens who gathered to see the strange phenomenon.

These "blowing wells" are peculiar to this section of Central Oregon, several others having been struck in this locality while sinking for water. The cause has so far been unexplained by any one, further than that there is evidently connection between the crevice struck in sinking the well, and some large subterranean cavern, and through it probably leading out again to open air somewhere along the hills of the Deschutes river. It has been known for many years that the water from the upper Deschutes escaped through crevices when the river rises to a certain height, coming out at some point lower down on the river, and in this manner the fact that the Deschutes river rarely varies more than eighteen inches between low and high-water marks has been accounted for. There may be some connection between this peculiarity of the river and the phenomena of the blowing wells. One peculiarity of the blowing wells is that at times the air comes out in a strong stream and at other times it sucks in with equal force.

Another peculiarity of the well at this place is that the air coming out of the shaft is warmer than the air at the surface, and it has a peculiar odor, which Mr. Loveland thinks is that of petroleum. Indications of petroleum have been found in a number of places in this locality.

AN ENVIALE RECORD.

During the twenty-four years it has operated its lines in Oregon, Washington and Idaho, the Oregon Railroad & Navigation Company has never taken the life of a solitary passenger until the fatal wreck at Bridal Veil last week, in which five persons lost their lives. No other road in the United States can show so clean a record for so long a period of operation, and it shows what careful and efficient management can do in safeguarding the welfare of the traveling public.

The record of the O. R. & N. Company is truly remarkable when it is remembered that during recent years the passenger traffic over that road has been very heavy, and especially during the past year, when on account of the Lewis & Clark Fair, all of the passenger trains over the O. R. & N. road were run in sections in order to accommodate the very heavy traffic.

Seed potatoes for sale, 16 per lb.—A. P. Clark, Madras.

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