

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, AUGUST 2, 1906.

NO. 50

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Madras, Oregon

RAILROADS A PLENTY

HARRIMAN AND HAMMOND MAKE BLUFFS

Playing Railroad Game—Meanwhile Oregon Trunk Line Is Building Up the Deschutes River.

Oregonian.

Extensions of the Corvallis & Eastern Railroad across Oregon from Idanha to Ontario, and by the Astoria & Columbia River Railroad from Seaside to Tillamook, as announced by President Hammond and printed in the Oregonian yesterday, will undoubtedly be commenced early next season. It is understood that the ground is now being looked over, and that during his present visit to Portland President Hammond is making plans for actual construction. It seems likely that the Hammond interests will beat Harriman in entering Central Oregon.

Guy W. Talbot, general manager of the Hammond lines, returned recently from Idanha, the eastern terminus of the Corvallis & Eastern, where he rode on horseback across the Cascades and into Central Oregon along the route the extension will follow. His report on the practicability of the extension was made personally to President Hammond on his present visit to Portland.

That President Hammond may make this same trip to determine for himself the feasibility of the surveys already made seems likely. Together with Mr. Talbot, he will go over the Corvallis & Eastern late this week, leaving Portland tomorrow in a private car on a tour of inspection that will include the Astoria & Columbia River Railroad.

Hammond activity in Central Oregon is expected to hasten the building of the Oregon Eastern, the proposed Harriman line from Natron to Ontario and from Klamath Falls to Madras. Promises of construction have been made from time to time by Harriman officials, and surveying parties, supposed to represent other big transcontinental systems whose rails have not been laid in this state have made reconnaissances into this vast, undeveloped and isolated empire. As yet the semi-arid Central Oregon section has not been penetrated, and the locomotive whistle has not frightened the coyote from his lonely haunts.

The Central Oregon country is probably the largest territory of the United States outside of Alaska without railroad facilities. The setting aside of \$4,100,000 by the Harriman system was announced late last year for the first 150 miles of the Oregon Eastern from Weed, at the base of Mount Shasta, to a point north of the Klamath marshes in Oregon. This was the first link in the projected line, which would connect with the Natron extension, making a detour from the main line of the Southern Pacific, taking in the Klamath country.

The ascent along the Willamette River and crossing the Cascades to the Eastern Oregon plateau can be made by the Natron extension, it is stated, on gradients not exceeding one per cent, although the first line built will have a maximum grade of 3 per cent until such time as more costly permanent

construction will be authorized. This grade will be encountered from Natron to the summit of the Cascades, where the divide will be crossed at an altitude of 5000 feet at a point near Crescent Lake. The line will then run southeasterly out upon the great plain of Eastern Oregon south of Walkers Range.

If the Harriman system would safe-guard the advantageous position it now holds in this state, the Central Oregon country must be tapped by these connecting lines with the Southern Pacific. The advent of other powerful interests makes it imperative that these lines be built and activity on the projects already mapped out will probably be noticed soon.

The construction of the Oregon Eastern is being handled from San Francisco, in the office of Chief Engineer Hood, of San Francisco, and, while the announcement of the appropriation authorized for the building of the first 152 miles was made by General Manager O'Brien, of the Harriman lines, in the Northwest, the local offices have nothing definite regarding further plans in building the road. Like the letting of the contracts for the Coos Bay extension, news from San Francisco in regard to the Oregon Eastern is expected at any time.

[The survey for the Madras-Klamath Falls feeder of the Oregon Eastern started at this place last Fall, under charge of J. Q. Graham, whose party has just about completed the survey to Klamath Falls. The C. & E. survey, made many years ago, is said to follow an easy pass over the mountains, and crosses the Deschutes at Pickett's Islands, the location of the town of Laidlaw. While these two railroads are issuing statements as to their purpose of building "next year", the Oregon Trunk Line, projected by W. F. Nelson from the mouth of the Deschutes to Madras, is going ahead with a small force and doing actual construction work.]

NO USE FOR GUNS

The question that is agitating the mind of Deputy Game Warden Fritz is what use campers expect to put their guns to. Every man who starts out into the country for a day or so has a gun over his shoulder. They may be a precaution against the visits of wild animals, as the game warden says no hunting can be done at this season, or at least "lawfully."

The open season for prairie chicken and quail opens August 1st and lasts until October 15th. For grouse August 15th to November 1st. The same season for buck deer.

Another thing that it might be well for sports to bear in mind is the fact that no sportsman is allowed to use a gun until he has first obtained a hunter's license.—Chronicle.

For Rent.

Three hundred and sixty acres, located 7 miles east of Madras; 135 acres under cultivation, 250 acres tillable. Will lease for a term of years, or by the year, on shares. Good comfortable house, six rooms, and stables, granary, etc. Good well. For particulars inquire at this office. j121

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RESPECTFULLY,
J. W. AND M. A. ROBINSON AND CO.
GENERAL MERCHANTS, MADRAS, OREGON