

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, JUNE 13, 1907.

NO. 43

New Spring Goods Now ready for inspection

Our grocery line is complete. Remember we can handle all your stock that is ready for market, at the best prices. Come in and talk to us

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Madras, Oregon

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DRAFTS ON ALL PARTS OF THE WORLD

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The First National Bank

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BIG WORK BY D. I. & P.

Reported That They Want 100 Teams and Drivers at \$5 Day

TO EXTEND THEIR IRRIGATION CANALS

Will Syphon Across Old River Bed—Construction of Big Canal From Benham Falls Announced

It is reported here that the Deschutes Irrigation & Power Co. has issued a call for 100 teams, to go to work on their irrigation ditch near Bend at once, the price offered being \$5 per day for man and team. The news comes from Redmond, the headquarters of the irrigation company and is apparently authentic.

This means that work will be resumed at once by the D. I. & P. company on a large scale, on their reclamation project south of this place, and it presages busy times there and resulting prosperity for that section during the coming Summer.

The first work said to be contemplated is on the Central Oregon ditch

and laterals east of Bend. This work, it is said, must be completed at once, and will be pushed. After that is completed work will be taken up on the ditch which takes out water from the Deschutes near Benham Falls. This information is not absolutely authentic, but from its source is presumed to be a correct outline of the work planned by the irrigation company for the coming Summer.

The work on the desert has, in the past few years, put much money in circulation in this section, both for labor and teams and for hay and grain. It will be good news that work is to be resumed on a large scale.

Corroborative to some extent of the above report, the Bend Bulletin prints the following:

A telephone message Tuesday from C. M. Redfield, local superintendent of the D. I. & P. Company, announced that work would be commenced soon on a 60-inch inverted stave pipe or flume, to be built across the old river bed in the Powell Buttes region. The necessary lumber has been ordered and the work will be started as soon as the lumber and men can get on the ground and other necessary arrangements be made. The flume will be on the inverted syphon plan and will be laid on the bottom of the old river bed, part of the way being buried beneath the surface of the ground.

This pipe will be the first work in an extension of the Central Oregon canal and will carry the water of that canal across the old river bed onto that part of the company's segregation lying east of the old river and in the Powell Buttes region.

The extension of this canal has been greatly desired by many settlers for some time.

IRRIGATED LAND IS RAISED

Price Increased to an Average of \$25 per Acre

The state land board has granted the request of the Deschutes Irrigation & Power Company for an increase of 100% for construction of their reclamation system surrounding Bend. The increase raises the price of their land from an average of \$10 to an average of \$25 per acre, with the maximum price at \$40 per acre. Heretofore sales have been made at from \$1.50 to \$15 an acre, according to the quantity of land in a 40-acre tract that can be irrigated. Now the price will range from \$2.50 to \$40 an acre, the latter being for land that can be irrigated and the former for non-irrigable land.

The D. I. & P. Co. have agreed to turn over the system to the settlers in good condition at the end of 10 years. The annual maintenance charge is reduced from \$1.00 to 80 cents per acre. Those settlers who have already bought land may obtain their proportionate partnership in the system by paying an additional \$6 per acre.

The company is also required to deposit \$1 for every acre sold, or \$1 for every \$25 paid by the settlers, as a guarantee that they will complete the system in good faith.—Bend Bulletin.

AUTOS ON STAGE LINE

Westside Company Will Install Them Between Youngs and O'Neil

That passengers traveling over the line of the Bend-Madras-Shaniko Stage Company will be bowled along over the smooth roads from Youngs through Madras to O'Neil on Crooked River in monster automobiles in the near future is the announcement made by manager J. H. Wenandy. The plan is to put automobiles in service on this portion of the route as soon as the machines can be shipped from Portland, thereby doing away with two relays of horses and very materially lessening the time required between Shaniko and Bend. The portion of the route on which it is proposed to use the automobiles is about 40 miles long, and the roads thereon are exceptionally good at all times of the year.

The machines will have a capacity for carrying 11 passengers. By their aid Manager Wenandy says his company will be able to land passengers from the Shaniko evening train in Bend by 9 o'clock the following morning, covering a distance of 90 miles.

A branch stage will be put on between Prineville and O'Neil, a distance of 13 miles, to connect with the Bend-Madras-Shaniko line, and much of the Prineville-Shaniko travel is thus expected to be diverted to the Westside route, as well as affording a quick trip to and from the county seat for the residents of Northwestern Crook.

A. C. Sanford and family visited with friends at Haycreek last Sunday.

WESTSIDE MAIL ROUTE

Colonel Vaile Holds Out Little Hope for Its Establishment

SAYS BIDS ON SERVICE WERE TOO HIGH

He Explains Why It Was Not Established—Bids Double Price That Was Anticipated

Colonel Frank W. Vaile, inspector of Star mail routes for Oregon, who is in Madras today, holds out little hope for the establishment of the proposed Westside mail route. He states that owing to the fact that the Bend-Madras-Shaniko Stage Company did not live up to its agreement with him in the matter of making a reasonable bid for carrying the mail from Shaniko through this place to Bend, there will in all probability be no change made. When the proposal was made for the establishment of the new service, it was understood that the stage company desired to carry the mail at a figure equal to about the amount paid the several short routes, which would be abolished when the through route was established, which was approximately \$2000. When the bids were made the stage company asked an annual price of about \$4000, or double the amount anticipated.

In the petitions asking for the establishment of the Westside route, which were signed by most all the residents of the districts affected, this point of the approximate cost for the service was clearly set forth.

From the viewpoint of the stage company, however, when the requests for bids were posted, the matter presented itself in a different light than was at first presented. The stage company expected to be able to carry the mail on their regular passenger schedule, which included a lay-over in the neighborhood of Cross Keys, affording a more comfortable trip for their passengers. But when the call for bids was made the schedule provided for a direct service, without lay-over, allowing 24 hours from Shaniko to Bend, and 20 hours on the return trip. The stage company figured that in order to handle the mail and still give the desired passenger service, they would have to put on extra stages to carry the mail, and so included the cost of this extra service in their bid. At present the Westside stage does not make any lay-over on the trip between Shaniko and Bend.

Colonel Vaile states that in case the stage company will come back to its original agreement, that the whole matter of establishing the route will be reconsidered, and that a contract would probably be granted along the lines at first proposed.

During the past few weeks the mail service for Madras and Culver has been very satisfactory. Instead of reaching Madras at 10 or 11 o'clock in the forenoon as has heretofore been the custom, the mail from the railroad now arrives here before 8 a. m., thus making connection with the Culver mail stage, which leaves here at 7 o'clock and giving the patrons of that office their mail one day earlier. With a continuance of the present service, the proposed change would not materially improve the Madras and Culver service, but it would be an advantage to patrons of the offices along the new route south of Crooked River, and it is hoped that for this reason some satisfactory adjustment of the matter may be arrived at, so that the through service may be established. It will give this section direct mail connection with the Bend, Redmond and Laidlaw districts, and will facilitate the transaction of business between these localities.

SEEK TO DISBAR M. R. BIGGS

For the purpose of ousting Attorney Marion R. Biggs, of Prineville, from the Oregon Bar Association, charges have been preferred against him setting forth his conviction of conspiracy in the land fraud cases as making him unfit as a member of that organization. The charges against Biggs have been filed with the grievance committee by Secretary Frank S. Grant. W. M. Davis, one of Biggs's counsel, has asked for time wherein to prepare the defense of his client. The grievance committee is comprised of the following: B. B. Beckman, chairman; Arthur C. Spencer, J. K. Pollock, Francis D. Chamberlain and George Griffith.

Biggs was convicted of conspiracy to suborn perjury in connection with illegal filings on Government lands in Eastern Oregon. This conviction was affirmed recently by the United States Circuit Court of Appeals.—Oregonian.

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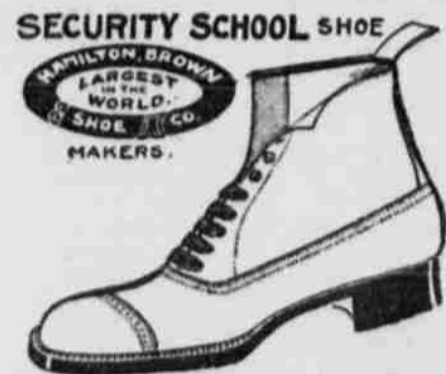
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