

The Madras Pioneer

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ADVERTISING RATES ON APPLICATION

Entered as second class matter August 29, 1904, at the Postoffice at Madras, Ore., under the Act of Congress of March 3, 1879.

THURSDAY - JAN. 21, 1909

HANDLING OF COUNTY ROAD MONEY

The report of the expert accountant who examined the accounts of the County Roadmaster brings to light the unbusiness-like methods which have characterized the handling of road money in this county in the past. The report, which covers a period of from May, 1906, to December, 1908, says in part: "The records just examined have no receipts for any amounts expended with few exceptions, depending on cancelled checks for a receipt. As a cancelled check is in the nature of personal property of the Roadmaster, the county is without vouchers for these amounts. This seems to have been overlooked no doubt from the long custom of handling this matter by county warrants."

Without intending any reflection upon the honesty or integrity of the outgoing Roadmaster, such business methods are subject to criticism. During the period which the report covers the sum of \$37,311.20 was handled by the Roadmaster. The money was turned over to him in sums of from \$1000 to \$5000, and was disbursed by his private check. If he filed no vouchers with his accounts, it was because he was not required to do so by the county court, his accounts being made up from his personal checks, which when cancelled were receipts to him but not vouchers to the county. Doubtless the accounts were kept straight, and it is only the method of handling county money which is criticised.

In this connection it may be stated that the new county court has outlined and will adopt a new plan for handling county road money. As a part of the plan the office of county roadmaster has been abolished, and a saving of his salary of \$1200 besides the expenses of his team is thereby effected.

THE COW CANYON ROAD

If there is a legal way in which it can be done, Crook county should cooperate with the Wasco county authorities in the improvement contemplated on the Cow Canyon road. This road lies in Wasco county and there may be some question of the authority of the county court to appropriate money for improving a road in another county. The road is to all intents and purposes a Crook county road, however, inasmuch as it is traveled by citizens of this county chiefly. In fact it is our most important road, being the road to the market for our products and to our nearest railroad point.

Wasco county has only one or two citizens residing in the small strip of that county lying south of the Cow Canyon road. The line between Wasco and Crook runs through the Sanford Shultz place, just south of the Haight stage station. Wasco is going to make an appropriation for the improvement of the road, however, for the benefit which will be derived by the business interests of Shaniko. All of Crook will be benefited with the exception of the North-eastern portion, and it should contribute a just proportion of

the expense. If it cannot be done by the county authorities it should be done by private subscription. The amount appropriated by Wasco county will not be sufficient to put the road in first class condition, and there should be sufficient cooperation from Crook county to make some permanent improvements.

ROUTE TO CENTRAL OREGON

Oregonian

The Central Oregon extension of the Harriman system will undoubtedly be under construction within a few months. General Manager O'Brien, who returned Saturday from a visit at headquarters, announces that the company has under consideration three separate routes for reaching the new territory. Of these three, the Deschutes route calls for an estimated expenditure of \$4,500,000. An extension of the Corvallis & Eastern across the Cascade mountains from Detroit could be built for \$2,000,000, and the Columbia Southern could be extended into the Central Oregon field at cost of \$900,000. To Portland and that vast trade field which any of these lines would open up, it is at this time a matter of mild indifference which route is followed so long as the road is speedily constructed and placed in operation.

There is, however, an economic feature in the situation that later may be of considerable interest to both Portland and the railroad company. There is a growing tendency throughout the country to limit the earning capacity of railroads to a fair return on the original investment, making allowances of course for operating expenses and depreciation. In a new country like Central Oregon the effect would be to shut the railroad out of participation in the enhanced values on all other industries in the country reached. The building of the railroad would doubtless more than quadruple land values in the territory which it traverses, but the road, limited to earnings based on its actual cost, could not participate in this advance which would be due solely to its own work.

A possible effect of this policy in the case of Central Oregon might be construction of the Shaniko extension at a cost less than half of that estimated for the Corvallis & Eastern extension, and about one-fifth the estimated cost of the Deschutes line. Mr. Harriman is famous throughout the world for his abhorrence of grades and curves. On the Shaniko extension of the system he would probably be obliged to encounter more of both than could be found in almost any other route of similar length in the state, and the operating and maintenance expenses would more than offset the saving effected in original cost as compared with the economical grades along the Deschutes river. The additional cost of the Deschutes line might for a while bear heavier on the traffic than the less expensively constructed lines across the Cascades or beyond Shaniko, but eventually economic operating expenses would make the original cost seem insignificant in comparison.

The Deschutes route is the natural route from Central Oregon to tidewater at Portland; just as the Columbia river route was the natural highway between Portland and the Inland Empire. Once constructed along the easy grades of the Deschutes river, no other line that might enter the field could successfully compete with it in point of economical operation. By selecting either of the

"cheap" routes the Harriman investment would be materially lessened, but the public in the long run would be a distinct loser in the increased cost of operation which it would be obliged to pay.

NOT WITHOUT ITS ADVANTAGES

The greatly improved prospects for a crop next harvest afford a deal of consolation for the discomfort incident to the recent severe spell of weather. Just prior to the snow storm this section of country needed more moisture, although there had been some rain. The melting snow, it is reported, practically all went into the ground, in the cultivated areas, and the crop prospects are very much brighter. The deep snow served the additional purpose of protecting the fields of growing grain from the very severe cold of last week, and doubtless saved it from freezing out.

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NOTICE FOR PUBLICATION. U. S. Land Office, The Dalles, Oregon, November 20, 1908.

Notice is hereby given that State of Oregon has filed in this office its application, Serial No. 01653, to select under the provisions of the Act of Congress of August 14, 1848, and the Acts supplementary thereto, the lot 1, (nw¼nw¼) of sec 18, tp 10 s, r 14 e, w m.

Any and all persons claiming adversely the lands described, or desiring to object because of the mineral character of the land, or for any other reason, to the disposal to applicant, should file their affidavits of protest in this office on or before the 9th day of January, 1909.

C. W. MOORE, Register.

[Not Coal Land] HOMESTEAD. Notice for Publication, Department of the Interior, U. S. Land Office at The Dalles, Oregon, December 4, 1908.

Notice is hereby given that LINNA B. WOOD, of Madras, Oregon, who, on October 31, 1907, made Homestead Entry [Serial No. 01820] No. 15758, for w¼e¼, ne¼sw¼ and se¼nw¼ sec 6, tp 10 s, r 14 e, w m,

Has filed notice of intention to make final commutation proof, to establish claim to the land above described, before Frank Osborn, U. S. Commissioner, at his office at Madras, Oregon, on the 20th day of January, 1909.

Claimant names as witnesses: Otto L. Hohlfield, Fred Fisher, George H. White, John Thomas, all of Madras, Oregon.

C. W. MOORE, Register.

HOMESTEAD. Notice for Publication, Department of the Interior, U. S. Land Office at The Dalles, Oregon, December 5, 1908.

Notice is hereby given that HENSLEY VINEYARD, of Hay Creek, Oregon, who, on June 8, 1908, made Homestead Entry - Serial No. 01862 - No. 12718, for Lots 2 and 3 and se¼nw¼, sw¼ne¼ sec 5, tp 12 s, r 15 e, w m, Has filed notice of intention to make final five year proof, to establish claim to the land above described, before Frank Osborn, U. S. Commissioner, at his office at Madras, Oregon, on the 15th day of January, 1909.

Claimant names as witnesses: Harry Duchien, William Duchien, Ralph Moore, Roy Chitwood, all of Hay Creek, Oregon.

C. W. MOORE, Register.

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NOTICE FOR PUBLICATION. U. S. Land Office, The Dalles, Oregon, Dec. 21, 1908.

Notice is hereby given that the State of Oregon has filed in this office its application, Serial No. 02083, to select under the provisions of the Act of Congress of August 14, 1848, and the Acts supplementary thereto, the n¼nw¼ sec 28, tp 10 s, r 14 e, W. M.

Any and all persons claiming adversely the lands described, or desiring to object because of the mineral character of the land, or for any other reason, to the disposal to applicant, should file their affidavits of protest in this office, on or before the 2nd day of February, 1909.

C. W. MOORE, Register.

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