

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON. THURSDAY, MARCH 18, 1909.

NO. 31

MADRAS LIVERY
GOOD RIGS. GOOD TEAMS
CAREFUL DRIVERS
J. W. LIVINGSTON, Prop.

EASTERN OREGON Banking Co.
FOREIGN EXCHANGE BOUGHT AND SOLD
DRAFTS ON ALL PARTS OF THE WORLD
Capital Stock, \$50,000
Deposits, \$250,000
SHANIKO, OREGON

Trout Creek Sawmills
ASHWOOD, OREGON
NOT IN THE TRUST

14 miles from Haystack. Rough Lumber \$11.00 per thousand at mill. Flooring and finishing lumber \$30.00 per thousand. Other prices in proportion. Address GEO. R. LEE, Mgr., Ashwood, Oregon

A. E. CROSBY
PROPRIETOR
STOFFICE PHARMACY

Carries a complete line of Drugs, Medicines, Chemicals, Household Remedies, Surgical Supplies and Photo Supplies. Country Mail Orders I give my personal attention. A Graduate in charge. Safe delivery guaranteed. Your prescription filled by Strychnine and Pest Destroyers. Stock Foods and Dips of all kinds. Carry the Eastman Kodaks. Both Phones. WHOLESALE AND RETAIL.

DALLES, OREGON

MADRAS MEAT MARKET

JAMES W. HURT, PROPRIETOR

FRESH AND CURED MEATS
Fish, Vegetables and Country Produce

MADRAS, OREGON

ROBINSON'S BIG STORE

Notice To The Public

On and after March 1 we will discontinue all open credit business and sell strictly for cash or on approved security. And by giving bottom prices on all lines of goods, we will make it an object to all our patrons and friends to continue dealing with us. We are forced to adopt this system as we are no longer able to continue the open credit business

J. C. & M. A. ROBINSON
GENERAL MERCHANTS
MADRAS, OREGON

A. M. WILLIAMS & CO.

DEALERS IN
Dry Goods, Clothing,
Furnishing Goods

BOOTS AND SHOES
HATS AND CAPS
THE DALLES OREGON

List your property

WITH
VAN TASSEL LAND CO.

We have more buyers than we have land for sale
ORA VAN TASSEL, Manager
Madras, Oregon

T. B. TUCKER

Horseshoeing and
General Blacksmithing
WAGON AND
PLOW WORK

First-Class Work Guaranteed
Located in the old Brooks shop
MADRAS, OREGON

Blankets & Robes
NEW STOCK

Fine stock of Harness, Collars, Bridles, Halters, Whips and other articles kept in a first-class Harness Shop

DURABLE LINE OF SHOES

Wheat Taken In Trade

B. S. LARKIN
MADRAS, ORE.

Wall Paper

NEW STOCK-NEW STYLES
PARLOR, INGRAIN &
KITCHEN PAPERS

FURNITURE

LOUCKS BROS
MADRAS, OREGON

The Pioneer gives you the home and county news and keeps you in touch with your surroundings. Subscribe for it. Price \$1.50 per year.

**ALL READY EXCEPT
THE RIGHT-OF-WAY**

Work Would Begin In A Week

WAITING ONLY ON GOVERNMENT APPROVAL

Refusal To Grant Right-of-Way Would Indefinitely Postpone Railroad Building in Central Oregon

"We will be prepared to start construction of our road into Central Oregon one week after the Government approves our survey plans," said Chief Engineer Boschke, of the Harriman lines in the Northwest yesterday.

Mr. Boschke admitted that the only question holding up this approval is the investigation now being made by Supervising Engineer E. G. Hopson, of the Reclamation Service, who has officially made request for all information and data obtained over the various routes surveyed into Central Oregon by the Harriman lines, says Sunday's Oregonian. This information is considered essential by the Government before it can pass on the Harriman application for right-of-way through public lands up the Deschutes canyon. From this information the Reclamation Service officials expect to arrive at a decision as to whether the Deschutes river is more valuable for the conservation of water for power purposes than for railroad purposes.

Should the Reclamation Service consider that the dam is paramount, it is practically decided that Mr. Harriman will not build into Central Oregon over the Deschutes route, but will be compelled to have entirely fresh curves made over different routes.

A line that was suspended from the cliffs would be far more difficult to keep in repair and maintenance and would be in constant danger from falling rocks and basaltic cliffs. The high line would involve at one point, Mr. Boschke pointed out, the grading of a cliff 500 feet in diameter at a cost alone of \$30,000.

Against the Deschutes down water-grade haul the Shaniko and Redmond extension would involve a grade of 6022 feet East and 3235 feet West. On at least four points on the road helping locomotives would have to be placed, in particular the Shaniko hill requiring immense power to move an ordinary train. The survey for this route showed both East and West the grades were so steep that the road was declared impracticable from an operating standpoint.

In comparison with the Shaniko extension the Deschutes water-haul would have a grade of 3839 feet East and 680 feet West. The surmounting of Hogg's Pass on the Corvallis & Eastern was similarly pointed out as an absolutely impossible feat from the railroad operator's point of view.

Unless the Government declares against the dam it would appear that quite indefinite time must pass before the Harriman lines can find a gateway into Central Oregon, for the length of time taken up by the requirements of surveys over new routes will make the Central Oregon road more a thing of the far-distant future than of the near-present.

That it will be impracticable to build a dam without a 20-mile stretch of railroad is another feature that must appeal to the reclamation engineers. At the point selected for the dam, 20 miles above the junction of the Deschutes with the Columbia, no sand can be obtained for concrete, and, together with heavy engineering machinery, will have to be carried at least 20 miles. The difficulty of constructing even such a road as would be required is quite likely to postpone the construction for a considerable period of time.

"If the Government insist that we must build over the dam sites it will mean that we cannot build the Central Oregon road, at least not for some time, and certainly not along the easy route—the water-grade haul. We should be shut out from our most feasible route. If we had to allow for the dam being in position a mere 12 miles of our route would cost a further \$564,000 over our estimates and together with the private schemes further up the river the cost of the road would be advanced at least \$1,000,000, making the total cost of the road \$6,000,000. Now to make 4 per cent on our investment and allowing 4 per cent for operating and maintenance

we would have to have an income of \$480,000. But we expect that it will be a number of years before the country is developed sufficiently to give us any return on our money, and we are willing to allow for that and help build up the country, but besides that 4 per cent for operating there would be an extra 2 per cent for increased cost of operation, which would make freight rates prohibitive as well as unremunerative.

"The building of a water grade road would not destroy the possibility of developing an unlimited amount of power, by other method than that of a dam, and it would be possible without a dam to obtain as high water power as could be needed.

"The proposed dam site is inaccessible, and rock crushers and such heavy machinery would require a road to haul them there.

"All the present routes we have surveyed are not feasible if the Deschutes river grade cannot be adopted. On the Dalles-Boyd route heavy tonnage would be impossible to operate and if there is not large tonnage the road would be impossible as an investment.

"I have been instructed to commence work within one week after the plans are adopted by the government and my energies are now directed along those lines. Within two weeks actual construction would be in operation."

Mr. Boschke seemed to be rather hopeful that the Government would meet the railroad officials, as he quite plainly intimated that it was a question of which was more necessary to Central Oregon—the Deschutes river irrigation project or the Central Oregon railroad.

MADRAS CHAMBER OF COMMERCE ACTS

The Portland Journal says: Resolutions favoring the construction of the Deschutes railroad by Harriman and asking the Secretary of the Interior to approve maps of that route submitted to him, have been passed by the Madras chamber of commerce and forwarded to the Portland chamber. The resolutions state that there are 500,000 acres of waste land and an enormous amount of yellow pine timber awaiting markets to be reached by the railroad, and characterize the non-action of the department of the interior in the matter of approving of those maps as the "criminality of delay."

The resolutions state that there is ample room for a government or private irrigation and power dam on the Deschutes river between the mouth of Trout creek and the mouth of Crooked river.

O. G. Hopson of the government reclamation service, has asked the Harriman lines engineering department to furnish the government with maps and details of the Deschutes route. This is the first semblance of action the government has taken in the matter and it is taken to mean that at last the question will be investigated.

MONEY IS RAISED FOR COW CANYON ROAD

The improvement on the Cow Canyon road will be made at once. When Wasco county agreed to spend \$600 on these improvements, it was made contingent upon the fulfillment of Crook county's promise to raise an equal amount by voluntary subscription, and practically that amount has already been guaranteed. Of this sum, which was to be raised in different sections of the county, the Madras section agreed to raise \$200, and Commissioner Rooper of Antelope has been notified that the sum will be forthcoming. Secretary A. D. Anderson of the county Farmers' Union reports that the several branch unions in this section have raised \$150 by subscription, and to this will be added \$50 which is to be raised among the business men of Madras. Prineville and Bend have put up \$300 and the E. S. & L. Co. at Haystack donated \$100 toward the fund, making up the amount which was to be raised in this county.

The principal improvement will be the building of a new road up the bottom of the canyon, avoiding the heavy pull over "the horn", and which will eliminate the hardest piece of road between Madras and Shaniko. Other improvements will be made on the grade also. The work will be started at once, under the supervision of D. A. Howell of Shaniko, and will be finished as soon as possible.

Mrs. James Messinger brought to this office this week a curious freak of nature in the form of a double-shelled egg. The outside shell was as large as a goose egg, and inside of it was an ordinary sized egg with a hard shell. The large shell also contained the white of an egg in the space between the shells.—Prineville Journal.

WOULD-BE SPECIAL AGENT IS INDICTED

Operated In Crook County, Attempting To Extort Money From Settlers

Nick Thomas, alleged to be a bogus special agent, was indicted by the federal grand jury at Portland last week. He is charged with representing himself to be a special agent of the Interior Department, the offense being punishable by a fine of not to exceed \$5000 and imprisonment for not more than three years.

Thomas is said to have operated quite extensively in Crook county for some time immediately following the land fraud trials. Assuming the role of a special agent, he is said to have pretended that he was making investigations as to the character of settlement on the public land. From one rancher, through representations that he would require money in order to insure the settler clear title to the land on which he was living, he succeeded in getting checks aggregating \$1100, it is charged. Payment on the checks was stopped, however, before Thomas secured the money on them, and it was through this operation that he finally came into the toils of the federal authorities.

Jacob Kasser, a sheepman residing on Cherry Creek in the Northwestern portion of this county, was one of the settlers from whom Thomas attempted to extort money.

GATHERING DATA FOR BIDS ON WORK

Two engineers in the employ of the O. R. & N. Company were in town the first of the week, having walked over the route of the proposed Deschutes railroad, from the mouth of the river to Madras. They were taking photographs and gathering information which it is understood will be necessary when the contracts for the construction of the road are let, if the Reclamation Service ever permits the undertaking to reach that point.

The information, it is said, gives the contractors bidding on the work some idea of the country in which the work is to be done, as well as showing the character of the work, and enables them to bid intelligently on the construction without going over the ground personally. Pictures were taken all the way up the river and several were taken on Agency Plains where the road crosses the South end of the plains. Tuesday morning the engineers started down Willow creek, taking pictures as they went, and stated they would walk back as far as the mouth of Trout creek. They were members of the Roberts party, who were camped here last fall. Mr. Nash is in charge of this work.

ITEMS FROM OUR EXCHANGES

Referendum On Near Beer

Twenty per cent of the total number of Prineville voters have signed a petition asking that the so-called "near beer" ordinance be referred to the voters of this city for ratification or rejection at the next city election to be held December 15, 1909. Arguments for and against the measure are now in course of preparation and will be presented to the public in due time.

This matter has been the principal topic of discussion all week, hardly anything else being talked of. Rumors are rife about what the council intends to do at the next meeting. It is heard that the law will be repealed, that a second less drastic ordinance will take its place, and finally that houses dealing in near beer will have a tax of \$500 imposed, a manifest absurdity.—Prineville Review.

A Reform Candidate

You can't always tell what will happen. To illustrate: Here is the story of a man who determined to commit suicide. He went to a store and bought a rope, a revolver, a can of coal oil, a box of matches and a dose of arsenic. He went down to the river, got in a boat, pushed it from the shore and floated to where a limb hung over; took the dose of arsenic, saturated his clothing with oil, lighted a match and set fire to his clothing, put the muzzle of the revolver to his temple, pushed the boat from under him and pulled the trigger; but the bullet glanced and cut the rope above him and he fell into the river, the water put the fire out and he struggled and coughed up the arsenic. He rose and waded out, declaring himself a candidate for the legislature on the reform ticket.—More Observer.