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BRIDGE PIERS MAY REST ON RIVER ISLES

Oregon Trunk Engineers Pick Natural Bridge Site For Crossing

HEAD BRIDGE ENGINEER FAVORS THIS LOCATION

Columbia To Be Crossed By Viaduct, Every Pier Of Which Will Rise On Dry Rock—Work Entails Risk

Celilo, Or., Nov. 12.—What might be termed a natural bridge site for crossing a stream of the magnitude of the Columbia River has been selected by the Oregon Trunk Line engineers for building the connecting link between the Deschutes Railroad Company's Central Oregon road and the Spokane, Portland & Seattle Railroad. The bridge across the Columbia will be located definitely at the point referred to, unless unforeseen complications arise, such as objections by the government to the crossing of the Celilo canal, says a dispatch to the Portland Oregonian.

The place named is about one mile west of Celilo station and a bridge can be constructed there with every pier on dry rock, high above the surface of the water, except during the Spring freshets, or nine months out of the year.

The site selected has been approved by Civil Engineer Modjeski, chief engineer for the city of Portland, and the chief bridge engineer for the Oregon Trunk Line, and the data has been forwarded to him by the engineers in local charge so that the estimates of the cost of the bridge may be prepared and plans submitted to the War Department for approval.

Five spans will cross five channels of the river and several deck spans will complete the bridge, the distance from the Trunk Line grade on the South side of the river to the S. P. & S. grade on the North side being 3800 feet. The longest of the spans will be 320 feet and the others will be from 150 to 180 feet. The crossing of the Celilo canal, now under construction, will be at an elevation of 55 feet and the channels of the river will be spanned at a height of about 75 feet. The crossing of the O. R. & N. tracks will be overhead.

The Oregon locations are over a part of what is known as the Celilo rapids of the Columbia River. Here, except during extreme high water, the mighty volume of the river is choked in narrow gorges dividing rock islands in the middle of the stream. To reach one of these islands for the purpose of securing accurate surveys, it was necessary to construct an aerial tramway. It was possible to reach two islands with a large rowboat but one lying between them was so isolated by the turbulent waters that a boat could not remain afloat, much less make headway in the channels. Bents were constructed on the islands that could be reached with boats and a heavy cable was then strung across the middle island.

The middle island is now reached by a small tram running on this cable, crossing the foaming waters 75 feet below. Three days' hard work was spent in getting the light wire from one island to the another. Carrying a telegraph wire from the first island reached, a rowboat made a score of attempts to gain the third island with the end of the wire, and after numerous breakages of the light wire it was finally strung across from bent to bent and the heavy cable was then drawn into place.

Being able to build every pier on dry rock in crossing the Columbia is considered of immense advantage as well as a means of promoting economy of construction.

The first pier from the South shore will be located on a rock island hardly larger than the pier itself. The other islands are of considerable acreage in extent.

The Oregon Trunk Line, however, is not relying wholly on the bridge site at Celilo, but two other sites have been surveyed west of here, one of which is in the vicinity of the Big Eddy. Engineers are now running preliminary lines and making soundings near the mouth of the Deschutes. The Columbia is divided there by an island of 1000 acres in extent, but the channels are much wider than at Celilo and the grade in reaching the bridges would not be so good.

J. J. Tracy, local engineer in charge,

TRAINS WILL BE RUNNING TO MADRAS BY AUGUST

The enormous drain on the labor markets of Portland and other Northwestern cities to supply the sinews of war for the railroad-building struggle into Central Oregon is continuing unabated, and both Hill and Harriman projects are in the field for more men.

"We've got 2800 men now busy as beavers on our line," said Judge Twoby, of Twoby Bros., this morning, "and we shall have fully 4000 at work by the first of the year. Not only that, but we expect to keep all these forces engaged right through the Winter and until the new Deschutes Railroad has been built to the present proposed terminus. Our plans are being worked out in such a manner that we can continue without interruption until the road is completed."

"By July or August we feel confident that we shall have the road completed and ready for operation as far as Madras (110 miles above the mouth of the Deschutes.) Of course, that depends upon the railroad company. If the Harriman interprets desire to force matters, we shall accomplish this without much difficulty. The company is following us closely with the tracklaying from the Northern terminus of the line, and about three miles of rails have been laid already and by February 1, a continuous stretch of 19 or 20 miles will be completed."

Judge Twoby explained that heavy drafts for labor are being made both in Portland and in Spokane and that the various construction gangs would be increased in numbers just as fast as possible.

A great deal of preliminary work is being done on the different sections of the Deschutes Railroad and Twoby Bros. expect to keep well ahead of the tracklaying crews which will of necessity be checked at different points by the demand for bridge construction. This line is being laid with 75-pound rails of the continuous joint type, the same kind of rail now in use on the O. R. & N. main line.

One of the interesting features of the rival railroad building now is that where the early invasion of Central Oregon was attended by "military operations," as Judge Twoby expressed it, the competing construction gangs are peacefully blasting out the canyon cliffs, side by side, with only the narrow river gorge between them. There hasn't been the semblance of trouble of any sort for months.

TRACK MACHINE WORKS RAPIDLY

Dispatch to Portland Oregonian from Deschutes:

Last Friday a track-laying machine was put at work at the material yards, one mile east of this point, and where the Deschutes road leaves the main line of the O. R. & N.

The track is now laid for a distance of one and one-half miles and the track men say that 10 miles will be laid by the first of the year.

In the material yards are rails now on hand sufficient to lay 84 miles of track, and ties are piled up in sufficient numbers to correspond, while kegs of spikes, angle bars, galvanized iron culverts, bridge timbers and other construction materials are scattered in piles over several acres of ground. The track-laying machine, designed by L. C. McCoy, the engineer in charge of the steel construction, was built in the yards here, and the workmen are now installing a hoisting engine on a big flat car, to which will be added a derrick for heavy bridge building.

The track-laying machine, which is the first of the McCoy design ever built, it has been demonstrated already, is a success. It is much cheaper of construction than the other machines now in use in railroad work and requires fewer men to operate it. With a gang of 35 to 45 men a mile of track per day can be laid. The Roberts or Harris types, while faster in operation, requires about 100 men to work to their capacity.

COUNTY COURT NEWS

In the matter of the C. E. Roush gateway; it appearing that the said Roush has paid the expense and costs of said gateway and has also deposited \$3 damages with the county clerk for the benefit of A. S. Phillips, said petition is granted and the acts thereunder are hereby confirmed.

Action on the W. D. McNemar road and on the A. S. Phillips road were continued to the January, 1910, term hereof.

The report on the C. W. E. Foote road was approved and the same is hereby declared a public highway. Clerk to request supervisor to open said road and to notify each petitioner to work one day opening same.

The viewers report on C. T. McCall road was read a second time. After careful investigation and hearing the court finds that the road is not of sufficient importance to the public to justify the expense thereof unless the damages and expenses thereof are paid by the petitioners. No action is taken on the claim of A. Zell for \$730 damages at this time.

In re the S. D. Percival road; peti-

IRRIGATION FOR THIS SECTION IS FAVORABLE

Plenty Of Water Can Be Stored In Lakes Of Cascades

IDAHO IRRIGATIONISTS FAVOR THE PROJECT

Crescent Lake May Be Used As Storage Reservoir—100,000 Acres May Be Watered

Monday noon G. H. Rogers and his party consisting of his son, H. E. Rogers, Engineer D. G. Stevenson and a Mr. Rounds, all of Boise, Idaho, arrived in Madras from Crescent Lake and the head waters of the Deschutes, where they have been examining the prospects for securing sufficient storage reservoirs for the purpose of furnishing water to irrigate all the land north of Crooked River to Trout Creek, comprising about 100,000 acres of good tillable land, in which this section is included.

These men have completed a survey of Crescent Lake and other lakes in that vicinity and report very favorably, stating that they find a vast quantity of water which can be controlled by the construction of a dam about 20 feet high across the outlet of the lake.

The trip from which these gentlemen have just returned has been very tedious and disagreeable, owing to the high altitude, about 5000 feet, and being near the summit of the Cascades, where the storms have already begun to make their deposits of rain and snow.

A plan of the project has been carefully worked out by these men during their trip and as soon as the maps have been completed and the estimates made for the project it will be placed upon a sound financial basis, and the work will be commenced when the permission of the Interior Department can be secured to allow the use of these lakes for this purpose.

The project is to be financed by an issue of bonds which will be sold to furnish funds for the development of the work, and as soon as the lien to be held by the bondholders on the irrigated lands is paid off by the settlers of the project, the properties will be turned over to a water users association, composed of the land-owners, who will then take charge of the irrigation works.

It is the purpose to allow the water to follow the present bed of the Deschutes river to a point at or near Cline Falls, where a large dam will be constructed and the water diverted to the main irrigation canal which will be 60 feet wide and about four feet deep on the level where the canal leaves the Deschutes. It will then take the most natural course across the Peninsula to Crooked River, where a crossing will be made near the surveys of the Oregon Trunk and Harriman railway lines. There a bridge flume will be constructed across the river. The canal will then follow the high ground around the West slope of Juniper Butte, going through Opal Prairie and watering the Haystack country on the right and covering the little plains on the left before reaching Willow Creek canyon, which will be bridged similar to the crossing over Crooked River, when the waters will be turned upon Agency Plains and the lands to the East, one of the largest sections included in this project.

It is estimated the main canal will be about 50 miles in length, and laterals will be constructed to water all the irrigable lands adjacent.

Petitions have been prepared and left at the different sections interested for settlers to sign, calling the attention of the Secretary of the Interior to the fact that this section is in need of irrigation and that it is thought it can be secured more satisfactorily by vesting the right to this conserved water supply in an association under the Carey Act, which would probably commence and complete the project sooner than the government could possibly do it.

affidavit of posting notice and bond for \$300 filed and approved. Viewers ordered to meet at beginning of proposed road, view out, review and survey same and report thereon at the January 1910, term of this court.

The resignation of J. D. Mayes as constable for the Kutcher precinct was accepted. J. H. Jackson was appointed to fill the vacancy until the next general election.