

# The Madras Pioneer

VOL VI

MADRAS, CROOK COUNTY, OREGON, THURSDAY, DECEMBER 9, 1909.

NO. 17

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## Railroads Building In Spite Of Weather

### HARRIMAN AND HILL LINES CONTINUE WORK

Harriman Road Rushing Construction  
To Madras--Porter's Busy In  
Willow Creek Canyon

Railroad construction in this vicinity has not been retarded by the severe weather on either the Deschutes Railroad or the Oregon Trunk Line. The contractors at the Harriman camps South of Madras are working a large force of men and Twoby & Pwyer, on the same line, are working steadily on the deep cut near the Monroe place, two miles Northeast of town.

The Oregon Trunk Line contractors are equally as busy getting their camps constructed and equipped down Willow Creek canyon, and blasting upon the wagon road being built into the canyon is heard at intervals every day. Porter Bros. have three camps established at different points between Madras and the Deschutes River, the second camp West from this place being located in the vicinity of the two tunnels which are to be cut near the Deschutes canyon in order that there may be a smaller degree of curvature in the line. The work at this point will be comparatively slow as all of it is through rock. Several station crews are working in the canyon below town, being strung out for a considerable distance down the line.

While the railroad builders are pushing their lines North from Klamath Falls, work is being pushed equally as fast toward the South from the Columbia River, and it is predicted by the officials of the Harriman line that its trains will be running into Madras by the latter part of next Summer.

The principal reason for the great haste of the Harriman contractors North of Madras is that track-laying upon that line will come to an abrupt halt when it reaches Willow Creek canyon, and it is desired to get the Deschutes Railroad completed thus far as soon as possible so that the steel can be brought in for the large bridge which will span Willow Creek. This bridge will be an undertaking of considerable magnitude, and the Harriman line will be stopped at this place for some time while the false works are being erected and the steel placed in position for this immense structure.

With the steam railroads and electric lines now building and projected in Oregon, the year 1909 will probably have marked the greatest era of railroad building the state has ever known.

## FOUR MEN INJURED BY DYNAMITE EXPLOSION

One Not Expected To Live--Three Are  
Seriously Bruised And Cut  
By Flying Rocks

Tuesday night about 10 o'clock an explosion occurred near the Calahan construction camp below the mouth of Porter Spring canyon in which four Italian laborers were more or less seriously injured. Contractor Tom Calahan is a sub-contractor under Twoby Bros. upon the Deschutes Railroad.

The men were employed as a rock gang on the night shift, and were blasting in a tunnel which is being cut for the purpose of changing the course of the creek. They had prepared three blasts at this time, lighted them all at once and had gone on the outside of the tunnel until after the explosions. Two of the charges were distinctly heard and the men waited for a few minutes expecting to hear the other charge, but as the weather was very cold and thinking perhaps two blasts had gone off at the same time, they started back into the tunnel and one of the men was nearly over the third charge when it exploded. This man's injuries are extremely serious, his condition being such that he cannot possibly recover. Another man being close to the first, was also seriously injured, but it is not thought his wounds will prove fatal. The other two men, being a little farther in the rear, were badly cut and bruised by the flying rock.

A messenger was immediately sent to secure medical aid at Madras—14 miles distant, and Dr. Kettle, resident physician for the Deschutes Railroad, started at once for the scene, who made the injured men as comfortable as possible under the circumstances. The two men most seriously injured were started on the road to Shapiko, at an early hour yesterday morning, to get them to the railroad company's hospital at Grass Valley.

## MERCURY STRIKES THE BOTTOM SUNDAY NIGHT

The weather is surely having its inning these days, and almost every vocation is discommoded by its vagaries.

The snow commenced falling early Saturday morning and by Sunday about eight inches of the "soft and fluffy" was covering the ground. Sunday was clear and cold, though late in the evening the mercury took an upward trend and it appeared as if a chinook were forthcoming, but early morning risers Monday were roughly disillusioned, as during the night it had turned bitter cold and the government thermometer registered 25 below. Monday it began snowing again and by Tuesday 13 inches more of the "beautiful" was promiscuously strewn for the impeding of pedestrians who were wont to quote blank verse galore. Yesterday about four inches more of snow fell, making 25 or more inches which has fallen since last Friday. Weather today is warmer.

The mail stages are greatly inconvenienced by the inclement weather and have been a day or more late for the past week. The hauling of freight from the railroad has also become an extremely arduous task and the price has jumped from 60 cents to a dollar a hundred from Shaniko, with not enough takers to supply the needs of the merchants and railroad commissaries here at that rate.

## Railroad Work Between Madras And Bend

### LARGE CAMP LOCATED AT CROOKED RIVER

Engineering Crews Are Shifted--New  
Line Surveyed Near Bend--  
Morp Camps Located

There has been some slight shifting of the surveying crews around Bend during the past week. Engineer Rockefeller and his crew, who have been stationed at Bend and Redmond all Summer, have been transferred to Madras, and a new crew under J. L. Stacer is now running a line at Bend for the Oregon Trunk Line. Engineer Stacer began his work by tying onto the Wakefield line near the Central Oregon canal, and is now running North, surveying a line East of Pilot Butte, says the Bend Bulletin.

Engineer Wakefield will move from Fred Shanquest's place to Wet Weather Springs today, and is hard at work locating the finest kind of a line possible through that section. They have the line located about half way across the lava and it runs between Lava Butte and the river.

Bend men who have come past Trail Crossing report that a large camp is located at the crossing of the Oregon Trunk Line over Crooked River. A large tent fully 200 feet long is used for a stable, and new men and teams are being added to the crew frequently. Much blasting is being done on the approaches to the bridge, and South of the crossing a large crew is at work on a fill a mile or more long.

Grading on the Harriman line North of Madras is being pushed through rapidly. Some of the contractors have finished their contracts in the canyon, and are moving South of Madras. E. W. Richardson, who was through that section a short time ago, reports that there is one crew at work about a mile this side of the above named place, and two other camps are established still farther this way on the Harriman survey.

Contractor Calahan, who has a contract for six miles—through rock—at the mouth of Trout Creek, said it would take him 18 months to finish his contract. He has been on the job about six months, and hence should have it finished in about a year from the present date.

Judge Twoby has stated that they would have the Harriman line completed to Madras by July or August of next year.

## PRIZES AWARDED AT DRY FARMING CONGRESS

The Deschutes Valley's exhibit at the Dry Farming Congress held at Billings, Montana, in October, was the best and the valley has been awarded a silver cup for its display. Considering the haste with which these farming products were gathered, this victory is regarded as a notable distinction.

Prizes won at the congress are the subject of a communication received this week at the offices of the Great Northern in Portland. The report, as given to the Oregonian, is as follows:

"James J. Hill, chairman of the board of directors of the Great Northern, offered \$1000 in cash prizes and several silver cups for agricultural products grown along the line of the Great Northern Railway in Oregon, Washington and Montana. Through the efforts of the traffic department of the Great Northern in Portland, an exhibit was secured from the territory contiguous to the line now building in Central Oregon, and the following prizes were awarded, some being Dry Farming Congress trophies and others Hill special prizes:

Alfalfa seed, R M Powell, Prineville, two 1st prizes; colored oats, J H Kato, Bend, 1st, H J Healy, Culver, 2d; Winter rye, H J Healy, Madras, 1st; potatoes, G Springer, Culver, 2d; Irish barley, C H Howell, Bend, 1st; alfalfa seed, J M Powell, Bend, 1st; colored oats, J H Cadle, Prineville, 1st; Winter rye, H J Healy, Madras, 3d; best general display, Oregon, J J Hill cup."

The above is slightly inaccurate, as it fails to mention the prize awarded to Tiltman Reuter, of Madras, who recently received a letter, accompanied by a J. J. Hill ribbon, from G. E. Ryan, General Industrial Agent of the Great Northern, informing him that he had been awarded second prize for the next best individual display of farming products.

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