

# The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, MAY 5, 1910.

NO. 38

## LIVERY, FEED & SALE STABLE

MADRAS, OREGON

## HOOD & STANTON

GIVE

Your Orders Prompt Attention

Transient Stock Given Best Of Feed And Care

### PROFESSIONAL CARDS.

**JOSEPH W. RICE**  
ATTORNEY-AT-LAW  
NOTARY PUBLIC  
Money to Loan on Farms  
MADRAS OREGON

**O. C. COLLVER**  
NOTARY PUBLIC  
Justice of the Peace  
CULVER PRECINCT  
CULVER OREGON

**HOWARD W. TURNER**  
U. S. COMMISSIONER  
NOTARY PUBLIC  
INSURANCE  
MADRAS OREGON

**W. H. SNOOK**  
PHYSICIAN & SURGEON  
Office in Drug Store.  
MADRAS OREGON

**J. H. HANER**  
ABSTRACTER OF TITLES  
NOTARY PUBLIC  
Fire Insurance, Life Insurance, Surety Bonds  
Real Estate, Conveyancing  
PRINEVILLE, OREGON

## SEATTLE MAN GETS BIG JOB

H. C. Henry Is To Grade South

## WORK BEGINS SOON

One Hundred Twenty-Five Miles of Grading To Be Completed By January 1, 1911.

The contract for the grading on the Oregon Trunk Line south from Madras to the border of the Klamath Indian Reservation was let last Thursday to H. C. Henry of Seattle, at a figure said to be in the neighborhood of \$4,000,000, although the contract price is not given out. This piece of work covers 125 miles of right of way and the contract specifies that the work is to be completed by January 1, 1911.

The announcement is made that the work is to be taken up at once and commissary supplies are said to be already on the way to Madras. This city and Bend will be the principal depots for supplies on the northern portion of the work. Three camps are to be established for the present; one north of Crooked river, one just south of Trail Crossing, and another at Wet Weather Springs, about six miles south of Bend.

While it is not expected that grading operations will be undertaken on a large scale until the new hay harvest begins, the work is to be all under way before that time. Several thousand men are to be put to work if they can be secured.

Contractor Henry is the man who established the record for rapid railroad construction in pushing the Pacific Coast extension of the Milwaukee system from Butte, Montana, to Puget Sound, 1500 miles, in three years. Mr. Henry's local representatives say that if they are successful in getting the number of men they want they will make another new record in building this second link in the Oregon Trunk.

The contract awarded is for a greater mileage than that of the first section, which Porter Bros. are now building from the mouth of the Deschutes river to Madras, a distance of 109 miles. The construction of the line from Madras south to the reservation is not fraught with nearly so many engineering difficulties as the initial link has been, for the road will span a broad open tableland as soon as it emerges from the Deschutes canyon. There will be no heavy fills or deep cuts, no expensive bridges, except the one at Crooked river, or mountainous detours and no serious grades to climb, so that construction will be comparatively rapid.

Plans and specifications call for the same high-class standard of construction that applies to the line in its progress from the Columbia river to Madras.

At no place in the course of the 125 miles of new line will there be an adverse grade in excess of 1 per cent. One per cent is the maximum of south bound grade, while 5 per cent is the maximum adverse northbound grade. For most of the distance the most excessive grade is around 3-10 of one per cent.

There will be practically no curves worth mentioning and with the ninety-pound steel and heavy rock ballasting that are required a normal speed of 60 miles an hour can be maintained by passenger trains. The heaviest freight trains may be moved by moderately powerful engines without the aid of a helper.

While the bridge across Crooked river is 17 miles south of Madras and would naturally be embraced in the contract for the new extension, it is not included. This structure will be erected by the Oregon Trunk people themselves. The railroad company will also lay its own steel and is preparing to follow closely at the heels of the graders.

### ICE PLANT AND LAUNDRY

Madras Man Working on Project to Install Both Industries Here

Madras may shortly have an ice plant and laundry combined should the ambitions of J. A. Weber be realized. Mr.

Weber is now working on the promotion of a stock company with that end in view. He proposes to incorporate a company with capitalization of \$7500, shares \$100 each, the company to do business under the title of the Madras Ice & Cold Storage Company.

The plan is to install an ice plant with a capacity for making three tons of pure artificial ice in 24 hours, and with surplus refrigerating power to operate two cold storage rooms 12x14 feet.

It is claimed by Mr. Weber that one and one-half tons of ice will be consumed daily in Madras at the present time, and that a price of 2 cents per pound can be realized.

He has just spent a week at Portland and The Dalles looking into the matter of the probable cost of an up-to-date iceplant for this city and also investigating the cost of shipping ice from The Dalles in carload lots. He says it is impossible to ship ice into Madras for less than 2 cents per pound. As a quantity of very inferior ice harvested here last winter found ready sale at 2 cents, Mr. Weber thinks that price safe to figure on.

Inasmuch as a well and power would be required for both the iceplant and a laundry, it is proposed for the sake of economy to put in a 25-H. P. gas engine to operate all the machinery, to sink a big well for a water supply, and conduct the two businesses in the same building. Estimates of the cost of the machinery for the ice plant place it at \$3620; laundry machinery, \$1042; building and well, \$1000; total, \$5662.

The cold storage rooms would be rented to local dealers for the preserving of meats, vegetables, fruits, eggs and other perishable produce.

## DESCHUTES RAILROAD WILL NOT QUIT

Resident Engineer Thomas Says There is No Truth in The Rumor

Resident Engineer St. Claire Thomas of the Deschutes Railroad, when asked concerning the report published in the Portland papers that the Harriman interests had surrendered to the Oregon Trunk and that only one railroad line would be completed up Deschutes canyon, said that there was not a grain of truth in it.

"The work has gone too far now for anything like that to be thought of," said he.

"It is a fact that both roads will for short stretches use the same track in the canyon, and some Portland reporter has probably learned this and jumped at a big conclusion. No, indeed. We are not quitting. We are rushing to completion the work as fast as possible, and will soon begin finishing up the grading in this section."

The big fill on the point a few miles north of Madras where the Deschutes line swings on to Agency Plains, about the heaviest work on the Dwyer contract, will soon be finished and Mr. Thomas thinks that this section of the grading will be done by the first of next month.

Another matter about which the Oregonian pencil pushers seem to be away off is the rumor of a strike among the laborers on the railroad work. So far as can be learned here this rumor has no foundation at all. The men are receiving \$2.50 per day, their camps are comfortable, and the food the very best that can be furnished under the conditions. The workmen seem to be very well contented and it is not likely that they will strike when there is no place they could go and better themselves.

### WANT MORE LIGHTS

Three more of the big gas lamps have during the past week been placed in front of different business houses on Main street, and the improvement is so marked that the city officials are now contemplating taking a hand in getting some more of the lamps in operation, by co-operating with the business men and assisting in the expense of installing the lights, if the owners of the property will bear the expense of gasoline for their operation. The lamps cost \$35 each where one light is attached to a pressure tank, and the cost of gasoline for burning the lights for five hours, the ordinary time per day, is said not to exceed 15 cents.

There are now four of the lamps on the postoffice block, and with the addition of four more, Main Street would be well lighted, better in fact than several of the towns which have an electric system. The plan is, if possible to have some more of the lamps placed in the vicinity of the Madras Hotel and others near Sanford's hall and the bank building.

## LOUIS W. HILL WILL BOOST

Will Visit Oregon All Summer

## COMING TO INTERIOR

Will Gather Exhibits and Data to be Used in Greatest Colonization Campaign Ever Undertaken

Louis W. Hill, president of the Great Northern, and a party of other railroad and publicity men are shortly to leave Portland on a tour through Central Oregon, extending their trip as far as Burns. James J. Hill will traverse the Deschutes canyon as far as Sherar's Bridge to get an idea of the character of work being done on the new line, but will not make the trip into the interior.

These are latest announcements from Portland in regard to the visit of the railroad magnates into Central Oregon. Louis W. Hill is to spend the greater portion of the summer in Oregon, getting acquainted with the state and arranging plans for its exploitation and advertisement, with the purpose of inaugurating the greatest colonist movement ever known in the history of any region.

He plans among other things to secure an exhibit of products which are to be arranged in cars and sent all over the East to show prospective settlers what can be produced in the new Oregon country.

Thousands of buttons bearing the inscription, "Free Homes in Central Oregon" are to be distributed broadcast, several hundred of the buttons having been issued already to the public at Portland.

Large quantities of attractive literature are to be published and put into the hands of colonists.

The expected announcement of the Hill plans for building other lines than the Oregon Trunk has not been made. When asked for a statement James J. Hill said:

"If I told all that we intended to do in Oregon there would be perhaps 50 persons who would try to jump in ahead of us at each point to gain some unjust advantage or profit at our expense."

### GOLD NEAR MADRAS

A. S. Phillips Strikes Low Grade Prospect Six Miles East of Town

Madras is on the verge of a mining excitement. A. S. Phillips, who is an old miner, has discovered a ledge on vacant land in the northwest quarter of section 26, township 11, which carries low values of free gold, and has commenced the work of developing the prospect. Associated with him in the enterprise is A. C. Sanford, while half a dozen other residents of this place went to the ground last Tuesday and staked out claims.

The highest values carried as reported by assays from the Montana Assay Office at Portland are \$3.72 per ton. The rock is whitish yellow talc and there is said to be a dike or ledge of it that can be followed for a considerable distance. The find is located just east of George Rankin's homestead in what is locally known as the Cowles canyon.

Mr. Phillips was arranging to move his family to Alberta to reside, but has changed his plans for the present and will first see what there is in the prospect. He and his son, Oliver, are now there and as soon as the weather gets settled the family will camp at the work.

Mr. Phillips says the rock can be milled for \$1.50 per ton, and there is enough water right at hand to supply a stamp mill of 50 tons daily capacity.

### FARMERS UNION WAREHOUSE CO.

The Farmers Union Warehouse Company is one of the latest incorporations with headquarters at Madras. The nominal incorporators are G. R. Moorhead, T. A. Taylor and G. W. Branstetter, although the new concern is to be the shipping and marketing facility for the Madras Farmers Union, an organization that has been in existence for the past two years. The capitalization is given at \$3000, and the new company plans to build a warehouse for the handling of their grain and other farm products.

## Madras State Bank

MADRAS, OREGON

TRANSACTS A GENERAL BANKING BUSINESS

Money transmitted to all parts of United States and Canada

J. M. Conklin, President and Gen. Man'gr; C. E. Roush, Vice-President  
DIRECTORS: C. E. Roush, M. Putz, J. C. Robinson, Robt. Res, J. M. Conklin

## The California Wine Co.

SHANIKO, OREGON

Announces the opening in Shaniko of a mail order house, which handles nothing but bottled liquors and high grade California wines at the same prices charged by city wholesalers. The firm maintains no bar and does no retail business further than to give its mail order customers a guaranteed service of quality and promptness. Give us a trial and be convinced.

## A FEW SPECIALS

### BARGAIN No. 1

### BARGAIN No. 2

One quart bottle California Brandy, or 5-year-old whisky  
One quart bottle Port Wine  
One quart bottle Sherry Wine  
One quart bottle Muscatel Wine

Sherry Wine, \$1.50 a gallon,  
Muscatel Wine, \$2 a gallon,  
A 5-year-old Bourbon Whisky, \$3 a gallon

All For \$2.50

All For \$6.00

## A FINE OLD PORT WINE, \$1.50 A GAL.

Mail orders given prompt and close attention. Goods sealed and packed in good condition.

When you are in Shaniko, look for the barrel in front.

## Red Cross DRUG STORE

MADRAS, ORE.

## PRESCRIPTIONS A SPECIALTY

Pure fresh drugs and accuracy for all.

## Next week only

We will sell

## Blue Vitrol 8c POUND

Watch our specials. They will save you money.

## Central Oregon Mercantile Company

SUCCESSOR TO J. C. & M. A. ROBINSON

Butter 65c roll, Eggs 25c Dozen, in Trade

## BUILDING MATERIALS

We can supply you with everything in the way of building materials, builders' hardware, tools, door and window fittings, building paper, tacks, nails, etc. We save you money on every item

## We Will Buy Cordwood

If you have any to dispose of, come in and see us

## Garden Seeds

OF ALL VARIETIES--IN PACKETS OR BY THE POUND

## Studebaker

AND

## Old Hickory

## Wagons

There is no chane to make a mistake when you buy one of these old reliable wagons. They have stood the test of years.



MADRAS, ORE.