Madras

OREGON TOWN THAT IS AWAITING LOCOMO-TIVES WHISTLES.

Interesting sketch of "Madras and the Madras country" by Randall R. Howard, a versatile young writer upon the Pacific Monthly, who graphically tells of the settlement of this section, its great strides in agriculture, with its possibilities as a fruit-growing country, and its possibilities for making a manufacturing center by generating power from the Deschutes.

Madras is doubtless the most bustling little town in Central Oregon today. This chiefly because it is headquarters for a great army of railroad workmen who are rushing the constru tion of the two railroads up the Deschutes river canyon and into the heart of Central Oregon. Madras is the gateway town-the first station on these two roads after they leave the deep and rugged Deschutes river canyon. And Madras will be the first Central Oregon town to hear the railroad whistle of both the Hill and Harriman trains. It is promised that at least one and possibly both of these roads will have been completed to Madras before January 1, 1911. And then Madras will be the new shipping point. the Shaniko of Central Oregon, until the next unit of the parallel railroads are completed to Redmond, the second division point in the construction work.

Madras is today the typical new railroad town of the west, with its great crowds of foreign laborers and crowded cating places and noisy soft drink joints. The main street and the several side streets are filled at night, and the business houses are busy at all times. At least these are the first things that the newcomer notices about Madras A little later these same conditions will exist at Redmond, and at Bend, and at Crescent, as the two great railroad systems move on mile by mile south through Central Oregon. The chief difference is Madras will see this condition longer than any other of the chief towns, because the construction work near Madras is very heavy. The resident of Madras can very easily imagine a perpetual Fourth of July, for there is no hour of the day when rock blasts cannot be heard at distances varying from a quarter mile to as far as the sharp sounds will carry. The nearer blasts shake the windows of the town and the more distant ones sound like a bombardment at sea.

There was a Madras even before there was any Deschutes canyon railroad talk. Ten years ago the Madras country was a noted stock range section. The horsemen and the cattlemen gathered every spring and every fall at the Willow Creek basin, their chief camping place for the "ride." With the exception of a few scattered ranches, the country was all open rangeand some of the best range of Central Oregon. The crops produced by these few ranchers proved the land to be fertile, and other ranchers located.

The Willow Creek basın, where Madras is now located, was one of the first sections to be homesteaded, for there was running water through the greater part of the year, and water could be had in the wells at depths of from 10 to 30 feet. Following the building of the Columbia Southern branch railroad to Shaniko, and its promised extension further south, there was a homesteaders' rush to the Madras country. The newcomers from other lands and other grain sections said that the great area of rolling hills and the immense Agency Plains just north of the Willow Creck basin were promising wheat growing sections. During the land rush period several thousands of homesteads were filed upon and the country settled up with surpri-ing rapidity.

The first year's cultivation proved that the section had great grain possibilities. Sod lands produced from 10 to 30 bushels per acre, and this year the average of all of the land in the Madras country is in the neighborhood of 20 bushels per acre. The better farmed lands are yielding 40 bushels in many se tions, and the possibilities of the section under scientific cultivation are not yet known. It should be mentioned, in passing, that the yields this year are counted to be above the average in the Madras country, though old settiers say that climate conditions are seemingly becomi g better each year.

St. angely enough the location of the town or Madras was fixed by a defect in the surrounding country. In the Willow Creek basin there was plenty of well water at shallow depths, and running water a part of the year. Not s on the rolling hills about, and the Agency Plains, 300 feet above. The well digger must go from 100 to 400 feet and more to get water for domesdrawn by four and six horses.

Business followed the water line in try, the case of Madras. A store in the center of Willow Creek basin was folof 400 or 500 inhabitants has been built same distance away toward Grizzly during the past two years, following Butte are promising indications of oil, the talk of and the beginning of active construction on the rival roads up the tested. Abundant timber is within 15 Deschutes river canyon. Madras now miles of Madras both to the east and to has a bank, a hotel, a newspaper, a the west, in the Grizzly Butte section machine shop, a flouring mill, two drug and the Matolus district. Also Madstores and a number of other business rns is as near the immense water powestablishments. The town has been er of the Deschutes river as any other incorporated since the first of the year, town in Central Oregon. There are aland is talking of a city water system, most numberless power sites within 20 sewerage, electric light, etc.

The one great resource immediately about six miles distant, adjacent to Madras is grain growing. The soil is rich and deep, and the rain fall from 9 to 14 mches, seems sufficient to insure good crops almost every year under careful methods of farming. Like all new countries, there has been but little scientific soil cultivation, so it may be presumed that crop yields will steadly increase. The altitude is from 2200 to 2800 feet, and it is said that the climate has become noticeably much milder during the past five

The depth to which the well digger must go in order to get his water for FOR SALE-One thorough bred Jerdomestic purposes is not so burdensome as might at first appear. There seems to be no lack of water at from 200 to 400 feet, meaning the expenditure of from \$400 to \$800. Indeed % seems nothing more than procrastination that causes many of the well-to-do ranchers to continue their twice a week trips to the public well, where they pay 10 cents a hundred gallons for the water with which they fill their tanks and barrels.

The Madras section, like many other parts of Central Oregon, bas its irrigation hopes and possibilities. It is the plan of private land holders to store a part of the surplus waters of Willow Creek to irrigate between 1000 and 2000 acres near the town. More ambitious is the plan of a syndicate of men to MARES FOR SALE. Span bay work carry water from one of the lakes of the univers. Deschutes river to improve Madras. the upper Deschutes river to irrigate about 70,000 acres of the Agency OHDER that suit or overcoat at the Plains and other nearby sections. Some preliminary surveying work has been preliminary surveying work and the survey of the present the survey of the surv preliminary surveying work has been done toward the development of this latter project. Under irrigati n the Madras country would be very fertile with immense intensified farming posslbilities. In addition to grain, all of the root crops, and especially potatoes, return large yields. In the protected spots along Crooked River and the Deschutes, and Hay Creek, and other streams, are a number of noted orchards. It is possible, also, that large areas of the rolling hill lands may become the best of winter apple sections The Wadras country is still in the experimental so far as more intensified agriculture is concerned

The two railroads up the Deschutes river take different routes for the last 15 miles before they reach Madras. The Oregon Trunk turns from the Deschutes canyon into the Willow Creek canyon, and in the latter canyon encounters its most heavy and costly construction work. This road leaves the Willow Creek canyon at Madras and curves westward and south within the city limits. On the contrary the Harriman road climbs out of the Deschutes canyon via Trout Creek canyon, and crosses over the roadbed of the Oregon Trunk through the Willow Creek canyon at right angles, and more than 200 feet above. The Harriman road depot will thus be in the top of the Agency Plains ridge above Madras and about a

tic purposes. Consequently the great- mile from the town. The two roads er number of the ranchers did not get reach the same level and cross at a water, and they have no well water point about four miles beyond Madras, even today. One of the most common and at the top of the heavy grade out. sights in this great wheat and grain from the Deschutes canyon. It is likely region is the "well on a wagon" that this point on top of the ridge will wagon boxes crowded with splashing become a railroad division point. Also barrels and long black heavy tanks there will be a number of stations through the Madras wheat belt coun-

There are other large resources besides grain that may be made tributary lowed by a postoffice, blacksmith shop, to Madras. Twelve miles away toward then a feed stable and a hotel and other Hay Creek are reported large deposits stores. The greater part of the town of coal of good quality. About the which as yet have not been thoroughly miles of Madras, the nearest being

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WANTED -- About four dozen hens, at the Key's Rooming House, Madras,

sey Bull, two years old. Inquire of

PASTURE—Stock taken to pasture by month or all Winter. Inquire of J. P. Read, Culver, or Perry Read,

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pianos, just received from the factory upon which I can make right prices in monthly payments to suit purchaser. Cdl and see them. A. C. Sanford, Madras, Or. a18

would trade for either unbroke horses or cattle. Inquire of Mrs. M. E. Bradford, near new Culver.

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miles south-west of Madras, about 80 bushels of clean White Eaton, winter wheat, and about 600 bushels of Red Cross, winter wheat. Christ

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PIANOS-I have three new first-class

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Notice For Publication Department of the interior U. S. Land Office at The Dailes, Oregon, September 17, 1919, Notice is hereby given that MERBILL VAN TASSEL

MERRILL VAN TASSEL
of Culver, Oregon, who, on October 6, 1985, made Homestead Entry No. 14725, Serial No. 16717 for selgent, swigsoig see 7, and neighber 6, 1985, natiantly see 18, the 178, r 15 e. w. m. has fless active of intention to make final five year proof, to establish claim to the land above described before Howard W. Turner, U. S. Commissioner, at his office at Madras, Oregon, on the 17th day of October, 1919.
Chimant names as witnesses: W. O. Relsion, J. R. Mendenhall, J. W. Mendenhall, and J. Z. Keeney, all of Cutver, Oregon, sloots.

Notice For Publication.

Police For Fublication,
pepartment of the Interior, B. S., Land
office at The Dalles, Oregon, September 24,
1910. Notice is hereby given that
EFFIE I. RICE
formerly Effic I. Eads, of Lamonta, Oregon,
who on September 25, 1967, made homestead
entry No. 19716, Sorial No. 61211, for sw4ne4,
12nw/s and nwlaswi, see 5, 1p 12 s. r. 14 c. W.
m, bas filed notice of intention to make mail
commutation proof, to establish claim to the
land above described, before Howard W.
Torner, U. S. Commissioner, at his office at
Madras, Oregon, on the lat day of November,
1910.

Claimant names as witnesses: John McKl-oy, of Madras, Oregon, and George Kads, ari Medice and Mrs. Ida V Franks, all of amounts Oregon C. W. MOORE, Register.

Notice For Publication.

Department of the Interior, U. S. Land Office at The Daties, Ofegon, September 26, 1910. Notice is hereby given that WILLIAM POSER of Madras, Oregon, who on July 28, 1905, made Homestoad entry No. Lical, Serial No. 03675, for a note, mediant in the land whose described, section 30, tp. 11 s. r file, w. m. has filed notice of intention to make final thy-eyear proof, to cetablish relain to the land whose described, before Howard W. Turmer, U. S. Commissioner, at his office at Madras, Oregon, on the 8th day of November, 1910.

(1910). Claimant names as wilnesses: Fred Renske, Christ Hagnaner, Jacob Mochting and Emili Zemke, all of Madras, Oregon, 826-83 C. W. MOORE, Register,

Elite Tonsorial Pa

NO LONG WAITS

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of Grizzly.

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Department of the Interior, I office at The Dalles, Oregen, se Notice is hereby given that SAMURL A. McCOSSI. of Culver, Oregon, who, on seeing made Homestead Entry So. disk in will self, see 11, 19 12, r 17, r 2, manufactor of interiors is communication proof, to tashin a land above described before I armer, U. S. Commissioner, is Madras, Oregon, on the Esh. 64 (1918). Claimant names as willsen Nichols, William Samons, William Samons, William And Chester it Stamp, all of Model

Notice For Publica

Department of the Interior, Like at The Dailes, Oregon, Sepi. R. is intereby given that the Sepi. Repl. is intereby given that the Sepi. Repl. is intereby given that the Sepi. It is the Sep. It is the

Notice For Publica

Department of the Interior Office at The Daties, oregon 1910. Notice is hereby given 1910. Notice is hereby given one of the heirs and for the heirs of the heirs and for the heirs and for the heirs and for the heir serial No. 03410, for one serial No. 03410, for one serial No. 03410, for the heir serial No. 03410, for one of the heir serial for the heir seria