

# The Madras Pioneer

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THURSDAY - FEB. 2, 1911

## MANY IMPROVEMENTS FOR MADRAS

During the past week that great railroad enterprise, which is going to assist in making Madras the first city of this inland empire, was busier than ever and as a result several important matters have been agitated which will be pushed forward as rapidly as possible for the making of a greater Madras.

The fact that the railroad is 15 miles of the city, is the impetus which is driving every one to greater activity. Reliable information was received this week to the effect that only ten more days of actual work will be required to have the rails laid right to the depot, and barring all weather conditions which would make work impossible, the road will be here on or before February 15.

Citizens of this community are going to bring pressure to bear on the railroad officials to build stockyards here, for the accommodation of the stockraisers of this section of Crook County. As evidence of the need for such an improvement, already a request has been sent the General Freight Agent, to be ready to receive by February 15, if possible, 75 carloads of stock for shipment to Portland, and this supply can be duplicated at almost any week in the year. A further argument for the location of stockyards here is the fact that Madras is the first station of importance on the road above The Dalles, and as the head of the vast territory of the inland empire, should be equipped with all the conveniences which its location and agricultural resources warrant. At the last meeting of the Commercial Club it was voted to notify the railroad officials seventy-five carloads of cattle and sheep ready for shipment, and an equally large shipment of grain, with the request that they be handled at the earliest possible date.

Work was begun Monday in the Odd Fellows building, which when renovated and remodeled will be used by the Commercial Club for their general club rooms, also where a display will be made of the products of this region, with a view to catching the eye of the many immigrants who will pass through Madras this spring and summer looking for homes. Real estate agents report that homeseekers are beginning to arrive already, and that numerous requests for information are being received from prospective investors and homeseekers.

As an evidence of the resourcefulness of this region from an agricultural standpoint, threshers were busy last week finishing up work which for various reasons they were unable to thresh last summer and fall. Few places in the United States would the grain crop wait until this season of the year for threshing out, without deterioration in the quality of the grain, but reports which have been received are to the effect that the grain being threshed at present is as good in every way as that threshed out at the regular harvesting time. Such news as this would appeal to many an eastern and middle-western farmer, where large crops often spoil because of

wet weather conditions at harvest time. And there has been no dearth of moisture this fall in Central Oregon either. The soil is in better condition now for producing a crop than it has been for several years previous. The precipitation since September has been 7.63 inches, and when 10 to 12 inches was formerly considered the normal rainfall in this section, it is readily seen that the farmers of Central Oregon are not at all apprehensive of the supply of moisture.

The reorganized Commercial Club is pushing Madras just as fast as conditions will warrant, and before another year has passed expects to be able to make a report which will make the old residents sit up and take notice. No effort, or move on their part, which could be of benefit to Madras, will be overlooked during this spring and summer.

Taking the week as a whole, it has been one of unusual activity, but one which is only a criterion of the work which is going to be pushed all summer to make the Madras of the future, the prominent city which its location and resources entitles it to be. And it is well named, "The Gateway to Central Oregon."

### ROAD WORK IN TEXAS.

How Gravel Highways Forty Feet Wide Are Built.

The method of constructing roads in Ellis county, Tex., was described at a recent road convention in that state by County Judge Spencer. He stated that during the preceding year eighty miles of roads had been completed in the county, the rate of construction having been between eight and ten miles per month. The commissioners' court has full charge of the work, the commissioners acting as superintendents, but receiving instructions from the court. Four camps were maintained, each camp consisting of a grading, a gravel, concrete and a rock and labor crew. Two convict crews were hired at \$1.25 per work day per man for loading wagons. Foremen receive \$75 a month, assistants \$45 a month and concrete foremen \$3 per day. Labor is paid \$1.50 per day, teams for scrapers \$3 per day and the same for those hauling one yard loads of gravel, with \$3.50 per day for those hauling loads of one and one-quarter yards each. One man is employed to do nothing but locate and test gravel. The equipment, such as scrapers, water wagons, wheelbarrows, picks, drills, shovels, tool boxes, tents, etc., costs about \$5,000.

A roadway of at least forty feet is aimed at. The roads are built almost entirely of pit gravel, which is bought by the acre at an average cost of about 7 cents per load. The first twenty miles of road cost an average per mile as follows:

Grading	\$325.54
Gravel, rock and pit work	107.15
Labor and salaries	207.45
Gravel and rock hauling	1,189.36
Dynamite and powder	14.09
Engineering	5.52
Concrete construction	145.25
Miscellaneous	19.82

The average width of gravel was sixteen feet and the average depth four inches at the edges and twelve to twelve and two-thirds at the crown. The average number of loads of gravel and rock per mile was 1,834 and the average haul two miles. The average cost of haul per mile load was 32 1-3 cents. There was an average of two and one-half concrete bridges and culverts per mile, costing an average of \$59.70 each. These were built of reinforced concrete, the reinforcement being bought by the carload and the cement in 4,000 barrel lots. These are built on the general rule of providing one square foot of opening for each four or five acres to be drained.

The services of an engineer may be required on some extremely flat or level places. Our commissioners and foremen, however, have been able to handle this feature of our work satisfactorily in all but one instance. This service apparently cost them \$11.60, which gives a very small average per mile, since this was the only engineering item for twenty miles of road.

### It Sounded Dangerous.

Thomas Gaffney, Democrat, and William Mulligan, Republican, were disputing in a New York barroom before the municipal election over the merits of Judge Gaynor. Gaffney had made an oratorical detour for the purpose of paying tribute to the memory of Patrick H. McCarren and had just come back to the main issue. "Anyway," he declared and thumped the bar, "Gaynor will be elected the next mayor of New York."

"He won't," replied Mulligan. "He's as good as out of the race now. There's too much ego in his cosmos." Gaffney solemnly set down his glass. "Has he been told?" he asked. "Sure," said Mulligan. "I'm sorry to hear that," replied Gaffney, "but if he'll take my advice he'll not go on the operating table. He'll stay away from the doctors and take his chances of living to fill out his term."

### HE WOULDN'T LISTEN.

It Pays Generally to Hear What the Other Fellow Has to Say.

The benevolent looking old gentleman entered the shoe store and, meeting the proprietor near the door, began: "Good morning, sir. I wish to speak to you about a pair of shoes and rubbers I bought here a couple of days ago. They are—"

"You'll have to see the clerk who sold them to you," the merchant answered very snappishly. "I don't know anything about them."

"But I desire to say to you personally that—"

"Now, look here, I can't be bothered over every pair of laces or box of polish my clerks sell. Just see the young man who waited upon you. He's around somewhere."

"Yes, I see him there at the back end of the store, but I really felt that it was my duty to tell you about it. You see?"

"If I stood around listening to everybody who comes into this store to complain that they've bought something they didn't want or that they've been slighted, as they think, by my clerks I wouldn't have time for anything else. You'll please excuse me. The clerk will hear your complaints, and if there is anything we can do you may be sure it will be done. But we can't take back even a pair of rubbers after they have been out of the store two or three days. You can surely see that if we did business in such a way—"

"My dear sir, I don't want you to take back the rubbers, and I haven't any complaint to make. I merely wished to tell you that I found the shoes and rubbers about the best in their line I ever purchased. I believe in the principle of giving praise wherever it may be fairly given, and I stepped in to order some more goods, but I see you're too busy to bother with such a trifle this morning, so I will be going."—Shoe Trade Journal.

### Hog Cholera Preventive.

The bureau of animal industry, United States department of agriculture, gives the following recipe for hog cholera, which is claimed by many who have tried it to be invaluable in warding off disease: One part wood charcoal, one part sulphur, two parts sodium chloride (salt), two parts sodium bicarbonate (soda), two parts sodium hyposulphite, one part sodium sulphate, one part antimony sulphate. Pulverize and mix thoroughly. Dose, one tablespoonful for each 200 pounds weight of hogs once a day.

### Ingredients of Best Fertilizers.

The highest agricultural value in fertilizers is found in those that are manufactured mainly from animal matter, such as animal bone, dried blood, animal tankage, nitrate of soda and high grade potash salts.

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