

# The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, FEBRUARY 23, 1911.

NO. 28

## Commercial Club Big Meeting

## STEVENS TALKS

Stevens Talk To Business  
and Farmers--Many  
valuable Suggestions

Meeting of the Madras Commercial Club, which is to be of far-reaching importance to Madras and the "Country" and was instructive to the members of the club itself occurred at the Commercial Club was a visit from the Oregon Officials and members of the industrial organization of Portland.

Essentially a get-together in that the Oregon people wanted to become acquainted with the Madras business and make suggestions of mutual interests of the city and the railroad. The meeting was presided over by Conklin, of the Madras Commercial Club.

Stevens who returned to the city that evening in an optimistic manner of the Oregon Trunk's expectations of Oregon and the leadership expected to take in the development of this section. Stevens wished also to impart upon his hearers the importance of co-operation in the work of exploiting Oregon. A. E. Coman, freight and passenger agent of the Oregon Trunk, as the people of this section as the railroads aim to their interests, and that consideration. J. P. Rus-

sel, of the operating department of the Oregon Trunk, promised the best of service to Central Oregon, and said that trains would be run on a schedule to make it the most convenient for their patrons. Several other Oregon Trunk officials also spoke a few words relative to their respective departments.

Very valuable advice was given to the farmers of this section by H. M. Haller, president of the Portland Chamber of Commerce, when he emphasized the importance of diversified farming. He advised the combination of hog raising, poultry raising, growing corn, potatoes, onions, or field peas with the wheat raising, with the result that the several crops will make the farmer a number of dividends each year, while if wheat alone were grown, the farmer would only have one crop from which to expect a remuneration and his land would become more impoverished every year.

H. Beckwith, president of the Portland Commercial Club, and also the Portland manager Wells Fargo Express Company, wished to particularly impress the farmers of this section with the importance of poultry raising. Giving a vivid illustration, he cited the accomplishments of the turkey raisers of Oakland, Oregon, who each season ship from 12 to 15 car loads of these birds during the holidays to the Portland and Puget Sound markets, the birds netting the farmers from 17 to 22 cents per pound.

C. C. Clejman, secretary of the Oregon Development League, who makes a specialty of giving instructions to commercial organizations for the exploiting and advertising of Oregon, gave a talk full of instruction in handling homeseekers in the way of making conditions attractive so that they may become contented with their new location.

Tillman Reuter gave an interesting account of his experience in coming to Central Oregon and

his success in "dry farming," telling of his removal from Indiana to North Dakota, and from there went to Portland and not finding conditions to his liking, came to The Dalles and there noticing the numerous wagon loads of wheat coming from the interior, started into that section to investigate, with the result that he finally located on the land which has been the scene of his almost unqualified success in the line of "dry farming," winning five sweepstakes prizes at the Spokane Dry Farming Congress and his awards also carrying with them the Portland Commercial Club cup and the Colorado state cup, a story well known to the readers of the Pioneer and an accomplishment in which all Central Oregon take pride with Mr. Reuter.

A number of talks were made by members of the Commercial Club in which was told the experiences of farmers in the raising of hogs in this vicinity, their confidence in Central Oregon, and their gratification over the arrival of the railroads.

After the adjournment of the meeting all went to view the exhibit of vegetables and cereals grown and displayed by Mr. Reuter. This display was taken from bins, sacks and pits and had not been intended for exhibition, but its merits were so obvious that the visitors were loud in its praise.

The beginning of the end has come. The railroad has reached Madras, Central Oregon's transportation isolation is a thing of the past. Today Madras celebrates the arrival of the iron road, and with her all the interior country rejoices. An early season, this, for railroads, and a bumper crop is assured. And as the crop matures let us borrow a catch phrase and declare to the observing world, "Watch Central Oregon grow."—Bend Bulletin.

Since the advent of the railroad it is noticed that there has been several large signs erected along the track calling the attention of the traveling public to the different tracts where property can be purchased at a reasonable price. Which is a true statement.

## 3000 Feet More Side Tract

## BETTER FACILITIES

Madras' Shipping Will Be Given  
Every Convenience By  
Oregon Trunk

While it was expected that upon arriving at Madras the Oregon Trunk track-layers would continue right on to Metolius, it was found that sufficient sidings had not been provided for this city to accommodate the shipping which is developing at this place and the track-laying crew were employed until Saturday evening laying the rails upon the sidings surveyed for the station grounds here.

Originally a thousand foot switch was thought to be sufficient to handle the Madras business; but upon conference between President Stevens and the Madras Commercial Club and Crook County stockmen it was found that this was entirely inadequate to handle the Madras shipping and two additional sidings were ordered by President Stevens, each of 1000 feet. These were extended onto the south additions to Madras on the Steinke tract.

## Telegraph Wires Being Strung

In a few days Central Oregon will be connected with the outside world by a direct telegraph system which will handle all the Western Union business from this section.

Saturday evening the gang of

telephone linemen arrived in Madras with a steel wire that will be used for the telegraph circuit after the balance of the lines are completed to this point. It is expected that this wire will be used for the telephone circuit for a few days until the three copper telephone systems are installed.

It is the intention of the Oregon Trunk Line to use the telephone as a means of dispatching its trains, and will maintain three separate circuits, with the steel wire as above stated for the telegraph business.

It is a well known fact that the people of this section, in fact all of Central Oregon has been handicapped in trying to communicate with the outside world by telegraph or telephone, and as stated in an article appearing in the Oregonian a few days since, which we reprint, a direct system will be greatly appreciated. Says the Oregonian: "By the use of 20 miles of barb-wire fence, news of the celebration of the entrance into Madras of the Oregon Trunk Railway was sent to Portland Wednesday. Telephone connection was established first between Madras and Shaniko and the office of The Oregonian in Portland.

"For 20 miles between Madras and Shaniko a barb-wire fence served to complete the circuit."

So fast have the tracklayers worked that they have outstripped the telegraph linemen several days in reaching Madras.

## First Train Car- ries Passengers

The first train outward bound over the new Oregon Trunk Railroad, left this city for Clark, Washington, at 10.30 o'clock last Saturday morning. The train consisted of six cars, four of them sheep cars, one a box car, and the sixth a cabooses. The train took to market 980 head of sheep.

A score of Central Oregon people rode in the box car, jubilant that a railroad line had at last penetrated this great undeveloped territory. Among them was Mrs. Resno Rondeau, of Ashland, the first woman passenger over the new line. Others in the party were George Nelson, of Nelson Bros.; R. W. McKennett, of Bend; Dr. A. A. Burris of Bend, and C. W. Baker, Jerry Cramer, A. C. Sanford, E. Bergland, Walter Ruble, W. O. Hendricks, R. Davis, A. W. Davies, George Austin, A. W. Clothier, E. W. Carner, M. Schultz, Fred Davis, all of Madras. Connecting with the North Bank line at Clark, the most of the members of the party went on to Portland.

For the first 50 miles of the trip from Madras the track is not yet ballasted, so that the train could not run at a speed exceeding eight miles an hour. In spite of the slow speed one of the cars jumped the track at one place, delaying the party for five hours. But for the last 50 miles of the trip, where the roadbed is ballasted, better speed was made the train running 50 miles an hour in some places. The road is being ballasted as rapidly as possible, and the track-laying crew is now at work four miles beyond Madras, still laying track.

Fred Davis, a member of the party which went out over the new line Saturday, said yesterday that the unballasted portion is in as good condition as the Columbia Southern, which has been in operation 10 years. Regular trains will be in operation over the new line between Madras and Clark by March 1st.

## Immense Viaduct Over Canyon

## FINE SCENIC ROUTE

Engineers Arrive To Superintend  
Construction Of Structure  
Over Willow Creek

The engineers who will have charge of the construction of the Deschutes Railroad Company's bridge over Willow Creek canyon arrived in Madras a few days ago and are in charge of Assistant Engineer George Mattis, and the headquarters is in the Ellis Building.

Engineer Mattis says that Twohy Bros. will have charge of the construction of the concrete towers upon which will rest the steel viaduct of the Deschutes Railroad. Twohy Bros' workmen are expected in the city next week to begin actual construction on the bridge.

This viaduct is of note in railway construction in that it is probably the highest of its kind in the United States. The viaduct will be 1050 feet long and approximately 225 feet high above the creek bed. The steel will rest upon eight towers, averaging about 100 feet between each tower. The two center towers will be nearly 175 feet high. This viaduct will be erected by the railroad company, the steel being gotten out in its own shops. Assistant Engineer McCoy will be in charge of the bridge crew.

This viaduct will be a rare scenic point for Madras and vicinity, and it is not improbable that both lines up the Deschutes canyon will run excursion observation trains to Madras during the summer. This viaduct in crossing the Willow Creek canyon, furnishes one of the grandest of landscape sights to be seen from a railroad train with the towering snow clad mountains of the Cascades to the west, with Mt. Jefferson most prominent, and to the east a view of the entire country may be had to the Blue Mountains.

## City Council Accepts New Charter For Madras

Two meetings of the city Council were had during the past week, and many matters of importance have been thrashed out in various ways.

One of the most important ones was the passing of a new city charter which has been signed by nearly two thirds of the legal electors and property holders of the town. Some objection was had to the clause that gives the power to an elector to vote on a residence of 30 days in the city the same as in the county and State elections, but this was presented to the people, before the petition to pass the charter was presented a compromise was had, whereby the electors are to be residents of the City for a period of sixty days.

Another important point in the passage of the charter at this time by the initiative means, is to allow the town to issue bonds for the purpose of furnishing the remainder of the funds necessary to complete the city water system now under construction. Under the charter as laid down in the Statute, a city is not allowed to incur any indebtedness to exceed \$25000.00, unless it has the funds available to pay this indebtedness.

It was the idea of the members of the council that a new charter was necessary at this time, so that many more improvements could be gotten under way, one of which is street improvement, which could only be done at the expense of the city, while now under this charter the city can go on and make these improvements and assess the amount of the costs to the property.

Many other points in this charter is to the best interests of the town and residents, as well as the owners of property in the town, as the improvements that can be made, will enhance the value of the property many times its present value.

Bishop Paddock representing this diocese of the Episcopal church was in Madras last week during the celebration of Railroad Day. He accompanied the Harman party of officials to the end of the Deschutes railroad at the mouth of Trout Creek.

# TRUNKS and VALISES

We have just received a shipment of Trunks, Suit Cases, Hand Bags and Telescopes direct from the factory and you can save from 25 to 50 per cent by buying from us, (we have a large assortment of these goods) and every one is guaranteed against imperfection in workmanship and material.

If you are going to travel soon and in need of a Trunk, Suit Case or Valise do not fail to get our prices before buying elsewhere.

# CENTRAL OREGON MERCANTILE COMPANY

EVERYBODY'S STORE