

The Madras Pioneer

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

NO. 32

Interests Try for Irrigation

IRRIGATING DATA

Special Club and Railroad To
Cooperate in Asking For
Use Of Water

Irrigation of this section
brought about at an early
date, evidenced by the fact
that the money necessary and
the land that can be obtained
used, or will be used, to
this great feature of the
development of Central Oregon
point where actual con-
struction can be commenced and
out, by those interested
movement.

Two weeks since, the Madras
Commercial Club and other pri-
vate individuals have taken this
step with the Hill interests
as James J. Hill and his
son W. Hill, with the re-
sult that they use their influ-
ence with the Interior Depart-
ment to allow the use of Cres-
cent Lake, which is located in
Lake County, and has been
placed in the Forest Reser-

also withdrawn for power
as a reservoir for the
purpose of storing water with
to irrigate all the country
between Crooked River and
the other side as will
be covered by present seg-
ments. The first object of
the project as outlined by
Messrs. Rounds and Rogers, two
of the men of the state of
Oregon who have been con-
sidering several projects in
this section, was to place water on
the valley, Opal Prairie, the
Agency Plains and the
Agency Plains sections,
an area of about 120,000
acres of irrigable land.

Interest is being shown by Mr.
J. J. Hill and his son in this matter,
and their force at St.
Paul have been instructed to
the subject, and the
gentlemen have been
in Oregon several days
looking over the field
so as to report to their su-
perior on their return: H. A.
Crosby, Assistant General
Agent of the Northern Railroad, W.
J. Stroud, Western Industrial
Agent, R. W.
Assistant General Freight
Agent of the Bur-
bank Road, and John I. Spring-
field, Agent of the Great
Northern Railway.

The gentlemen held a con-
ference with a portion of the
men at Madras Tuesday
evening, and several of those in-
volved in this irrigation proj-
ect have spent considerable
time and energy in helping the
Hill and Rogers Company to
develop their plans for the wa-
ter and irrigation of this large
tract tributary to the Hill
which the Interior De-
partment will allow the plan to
be set out will add an im-
mense amount of tonnage to the
Trunk Line, as was ex-
pressed in the letters to Mr. Hill
last week.

Before, the storing
of water in this lake with the use
of thirty feet in height,
allow the storage of ap-
proximately 160,000 acres feet of
water which is thought to be
sufficient to furnish all the nec-
essary water for the amount of

land which could be placed under
irrigation from this project. It
is the intention of Messrs.
Rounds and Rogers to allow the
water to follow the bed of the
Deschutes River from Crescent
Lake to a point in the vicinity of
Cline Falls, where it will be taken
out and brought across the
country, where the use could be
commenced within a short dis-
tance from the point of taking it
from the River.

The report that these gentle-
men of the Hill lines will make
to J. J. Hill and his son Louis
Hill, as expressed by them, will
be that it is a very necessary
thing to do and the benefits to be
derived by the farming and com-
mercial people of this section as
well as the Hill interest, will
warrant the exertion of all the
influence that they can procure
to bring this matter to the atten-
tion of the Department, and
have it acted upon immediately,
in a way that will be favorable
to all concerned.

New Townsite Being Platted

ON DESCHUTES LINE

New Town Is Well Located---To
Be Promoted By Portland
Capitalists

Parties interested in the new
townsite to be located on the
Deschutes Railroad near Youngs,
post office, on Monday morning
commenced platting the town
site, the party of engineers in
charge of George Northrup of
Portland. About 160 acres will
be included in the townsite,
which will include 80 acres be-
longing to the Hay Creek Land
Company, 40 acres recently pur-
chased from P. N. Vibbert, 40
acres of the William Blair home-
stead, and negotiations are
pending for the purchase of 40
acres from S. D. Percival, but
the sale has not yet been made,
although it will probably be con-
summated within the next week.

The name of the new town to
be has not yet been learned. It
will be 15 miles from Madras at
the mouth of Porter Spring can-
yon and is expected to be the
shipping and distributing point
for the lower Hay Creek country
and the Trout Creek section.

The Deschutes railroad is now
about two miles from Porter
Springs, and is expected to be at
Madras by the latter part of
April.

LOCALS and PERSONALS

Mr. Yeast of Portland, return-
ed with Mr. and Mrs. C. E.
Roush last evening and has ac-
cepted a position with the Mad-
ras Trading Company as sales-
man.

J. Stroud of Willamina, Ore-
gon, who has been in Crook
County during the past month,
was in town several days this
week calling on friends.

Mrs. Isa E. B. Crosby, one of
the assistants of this office is
spending this week in Portland
looking after business matters.

H. H. Cook, of Independence,
has returned for a visit at the
home of his son, Professor W. R.
Cook, this week, and may con-
clude to make his home in Mad-
ras.

Canal Will Benefit Northwest

MR. STEVENS TALKS

No Competitor of Railroads---Will
Increase Volume of Trade
In the Interior

Mr. John F. Stevens, presi-
dent of the Hill lines in Oregon,
and a man exceptionally well
qualified to give expert testimony
on the subject, is not alarmed
over the possible competition of
the Panama canal with the rail-
roads. In discussing the matter
at the Commercial Club, Thurs-
day, Mr. Stevens expressed the
opinion that the Panama Canal
will not injure the business of
the transcontinental lines.

He further states that the
canal will benefit the rail-
roads for the reason that "a
large part of the shipments
which would be made by ship
through the canal would be des-
tined for inland points. The
railroads," he said, "would be
obliged to haul to these points
so that the lower rates made by
steam ship lines would not effect
the rail rates more than 300 miles
inland from either coast."

This is more of a broad-gauge
view than most railroad men
have taken of the matter and
indicates a prospective
policy that is certain
to prove beneficial to the Pacific
ports and the country for which
they will be distributing points.
When the canal is completed the
railroads will undoubtedly, on a
large proportion of the traffic
distributed through the Pacific
Northwest, make more profit on
the back haul from the Pacific
Coast ports than they could get
out of the long haul across the
continent, if they attempted to
handle the business at competi-
tive rates with the water
carriers. While 300 miles back
from the coast may be a rather
narrow limit to place on the strip
of territory subject to the influ-
ence of water competition, it is
quite plain that at all points east
of this "dead line" the railroads
could base their rates on service,
volume of traffic and other fac-
tors, instead of on being obliged
to recognize water competition on
much of the business offering.

It is a foregone conclusion that
the rate to the Pacific Coast
ports will so much lower than
any rate yet named for the
service that even with a remun-
erative back haul rate added by
the railroads for delivery at
interior points there will be a
heavy reduction from present
rates. This reduction will of
course, tend to increase the pros-
perity of the people, and in turn
more traffic for the railroads
will develop. In this coming re-
volution in the carrying trade
between the two coasts, no
other port on the Pacific will be
more favorably situated than
Portland. From this city the
railroads can reach further into
the interior over a water-level
route than from any other port
on the Pacific Coast. With the
completion of the lines down the
Snake and Salmon Rivers a train
can travel more than 600 miles
inland from Portland without
getting away from the water
level grade.

Mr. Stevens is mistaken in his
assumption that unless that
American ships are exempt from
canal dues, "governments which

have borne none of the expense
of building the great waterway
would profit by the canal as much
as the United States." The
people who will profit the most
by the canal are the American
producers and consumers of
freight on both coasts and in the
intermediate territory. The bu-
siness of carrying freight through
the canal is an insignificant in-
dustry compared with the in-
dustries which supply the freight.
For that reason the American
people want the cheapest carriers
possible. Exemption from canal
dues would be a bonus to Ameri-
can ship owners instead of pro-
ducers who are really entitled to
it.—Oregonian

Water Found In The City Well

Water in the City well has been
struck at a depth of seventy feet
and is coming so fast that it will
be necessary to suspend opera-
tions until a pump and engine
can be installed to keep the
water out of the way for the
workmen to sink the shaft
deeper and allow a tunnel to be
run in each direction, so that a
reservoir for the storage of a
large quantity of water under
ground may be had.

While much of the machinery
and material are now on the
road, it will be some little time
before they will reach Madras
and it is thought that a tempo-
rary pumping plant will be in-
stalled for the present, and
after the main pipe line is laid
that water will be pumped into
it to accommodate the citizens
until such time as the reservoir
may be completed.

It is expected that a sufficient
quantity of water for all pur-
poses will be found inside of 15
feet further, and three crews
will be placed at work as soon as
the temporary plant is install-
ed, so that in a short time the
city may be able to have water
for fire protection in the busi-
ness district.

ROBARDS--BAKER

Saturday evening at 6 P. M.
at The Dalles, Oregon, occurred
the marriage of Miss Stella Bak-
er and S. Robards. The bride is
the youngest daughter of Mr.
and Mrs. J. H. Baker of this
place, and has for several months
past been the popular operator in
the local telephone office. The
groom, who is a comparatively
new man in Madras, having been
employed by the engineering
corps of the Oregon Trunk Line
during the past year.

The young couple were pas-
sengers out Saturday morning
over the Oregon Trunk Line, ar-
riving at The Dalles in the early
part of the afternoon, when the
groom immediately got busy and
had the arrangements made for
the ceremony to take place in
the parlors of The Dalles Hotel,
with Rev. D. V. Poling officiat-
ing.

The bride and groom returned
to Madras Monday evening and
took up their residence in the
home already prepared, where
they received a noisy and hearty
reception by their many young
friends of this city.

Yesterday afternoon at the
Central Oregon Store, when the
face of the clock was uncovered
the dial showed that it had stopp-
ed at 8-36-37 and the winning
ticket was held by Mrs. W.
Stonehocker, which was 8-37-7.
This company desires to an-
nounce that next week will be the
drawing for the china cabinet,
on display in the show window
of the store.

WOOL TO BE HANDLED BY MADRAS COMPANY

Company Organized To Handle Product and Wool
Growers Desire Fleeces Shipped From
Madras---To Build At Once

Just as fast as is possible, something over 1,500,000 pounds
work is being pushed toward annually.

Regular sales day will be inau-
gurated, and sales conducted on
the same general plans as pre-
vail at other markets. All bids
on each separate consignment
will be sealed, and the grower
will have his option of accepting
or refusing the proffered terms.

Those who are working on the
organization are pleased with the
encouragement they have receiv-
ed both from the growers and
railroad, which is anxious that
all the output be handled at one
point. The railroad has offered
the same rates on both loose and
baled wool, and sufficient modern
machinery will be installed to en-
able this company to handle and
ship the product in the manner
desired by the purchaser.

There is no estimating the
value the operation of this con-
cern will be to Madras. The
market terms of sale and trans-
action will be made right here,
throwing into local circulation
many thousands of dollars, which
have hitherto been distributed at
other points.

Railroad Resumes Operations

START TRACKLAYING

Steel Beyond Opal City -- And
Will Reach Crooked River
* Last of Next Week

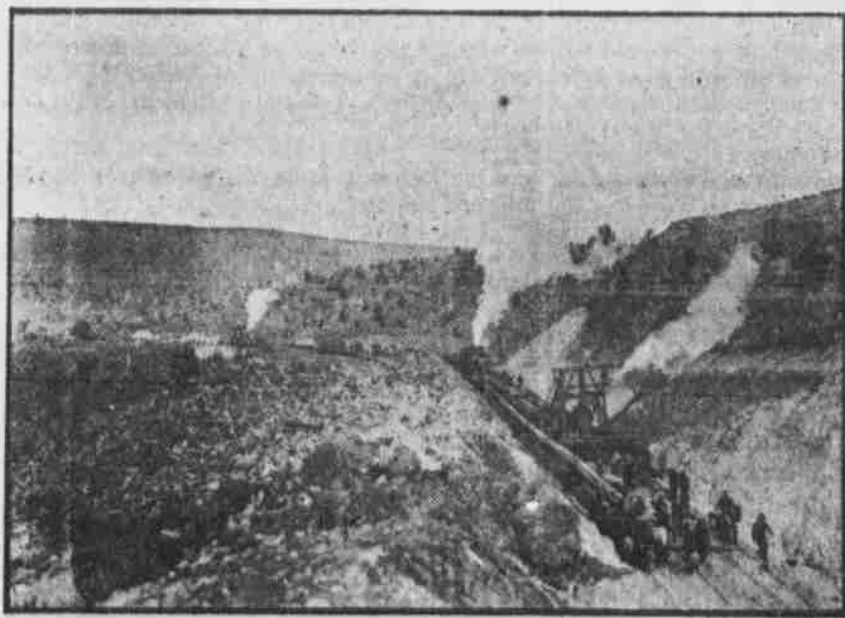
Track laying on the Oregon
Trunk Line was resumed the
latter part of the week south of
Metolius, and the same number
of miles are laid daily as the
crew did up the Deschutes Can-
yon.

At this time it is understood
that the rails are as far south as
the west end of Juniper Butte,
and that barring no accidents the

rails will be laid to Crooked
River by April 1st, and that
work will commence on the
Crooked River steel arch bridge,
the preliminary work having al-
ready been completed as far as
practical, until the heavy machi-
nery and material could be trans-
ported to that point over the
railroad.

Culver Junction is now on the
railroad map, and in a few days
more Opal City will also be the
scene of railroad activities, thus
giving to another large area of
country the rail transportation
that they have been dreaming of
for years.

The Crooked River bridge
which will be used jointly by
both the Hill and Harriman lines
but will be built by the Oregon
Trunk line, will be one of the
scenic points in Central Oregon,
owing to the height of the
bridge from water level of Crook-
ed River and the manner of the
construction of the bridge, which
will be on the single arch plan,



the lower points of the arch
resting on the walls of the bluff.
The structure will be 320 feet in
length from one bank to the
other, this point on the river be-
ing one of the strategic points
that was much sought after by
both railroad interests building
into this section, and it is the
narrowest place on the whole
length of the river accessible
for a railroad to cross. The

height above the water level of
this structure will be 300 feet,
and will be the highest bridge
in the Northwest and is said to
also be one of the highest in the
United States.

The engineers in charge of the
work state that it will be at least
two months before the work
has progressed enough so that
the rails may be extended to
points farther south.