

# The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, APRIL 20, 1911.

NO. 36

## LOUIS W. HILL URGES ESTABLISHMENT OF U. S. LAND OFFICE AT MADRAS

### GREAT NORTHERN PRESIDENT WRITES TO COMMISSIONER

#### Shows Need of Land Office Located Convenient to New Territory

Madras is making a determined effort to secure the establishment of a new land office at this with a good prospect of success. Louis W. Hill, president of the Great Northern Railroad, is adding his influence to the cause, and in a letter to A. Sanford of this city Mr. Hill has a copy of a letter he has written to the commissioner of the general land office relative to the matter. The letter follows:

April 13, 1911.  
 MR. FRED DENNETT,  
 Commissioner of the General Land Office, Washington, D. C.  
 Dear Sir:

I desire to call your attention to the necessity of an additional land office for the territory in central Oregon, which is now attracting the attention of settlers to a very marked degree. You know, this company with the Northern Pacific has recently built and opened up for operation a railway known as the Oregon Trunk line, from the Deschutes river down the DeWalt valley and as far as Madras, which will probably be extended further south in the near future. Settlers are going over the line to the number of 60 to 70 per day, and many other settlements are going into the same territory over other routes.

The present land offices in central Oregon are located at Dalles, Lakeview, Burns and other places, and none of these locations are convenient to the region where these settlers desire to locate, and they are consequently incurring a great expense in obtaining information which they require, and in making locations. The rule settlers desire to obtain information direct from a land office, and it is in the interest of all that they should be so that they may be correctly informed.

Under present conditions those desiring to locate lands find frequently that the lands they desire have been located only a short time before they reach the land office, and are put to the inconvenience and expense which they are ill able to bear.

I believe that at the present time the most centrally located land office is at Madras, and that a land office located there would best serve the interests of the land seekers in this new region. I call the matter to your attention and would feel obliged if you would give it the consideration and such steps as you consistently can toward obtaining the establishment of a new land office at Madras. Time is of a good importance as the large movement of homeseekers toward this region will occur during the spring and early summer.

I trust you will be able to give your co-operation in this matter from the information I have given you the establishment of a land office in this section is of great importance to settlers and greatly conduces to the early

settlement of the public lands in Central Oregon.

Yours very truly,  
 LOUIS W. HILL,  
 President.

The opening of a land office at this place is a matter that is of the utmost importance and interest to every resident of Central Oregon, being practically the center of all the new country that is being opened up and therefore the most convenient point for all of the people concerned.

The volume of land office business from Central Oregon is enormous and increasing daily, and the long delays and vexatious misunderstandings arising from the service to The Dalles, as at present would be entirely obviated by the establishment of headquarters in this city.

### SURVEYING LINE UP TROUT CREEK

#### Harriman Engineers Start Ashwood Branch

#### CHIEF ROBERTS AT HEAD

Crew of Fourteen Men Commenced Work Yesterday from Gateway.

A full party of surveyors under Engineer Roberts in the employ of the Deschutes Railway company, started surveying for a railway line from Gateway to Ashwood yesterday, the route following along Trout Creek. There are about 14 men in the party.

Only last week the Deschutes company held a meeting of the corporation and passed a resolution providing for the construction of a branch line to Ashwood, but at the time the announcement was made that this action was taken only with a view to future possibilities and that the intention was not to build in the near future.

Now that a crew of engineers has been rushed on to the work of running a line, there is much speculation in this part of the county as to whether the line is to be constructed.

Not long ago a party of mining men interested in the Oregon King mines at Ashwood inspected the property, and members of that party stated that the matter of resuming work on the mine was under favorable consideration. People here are prone to believe that the resumption of work at the mines and the survey for the Ashwood line are parts of a plan which is understood between the owners of the mine and the Deschutes company, to extend a line to Ashwood. Not only would it solve the transportation problem for the operation

of the mine, but the construction of the branch would open up a great body of valuable timber.

#### Colonist Agent Here

C. J. Clark, traveling agent for the Oregon and Western Colonization company, owners of the Willamette Valley and Cascade Wagon Road land grant, stopped over in Madras yesterday on his way to Prineville and other points southeast of there. Mr. Clark spent the day here making acquaintances among local people and looking over the surrounding country, and is full of enthusiasm for the future of Madras and the whole Central Oregon country. While his company only has only started its work of getting settlers on the lands of the wagon grant, he says that the work is progressing very satisfactorily and that within the next twelve months there will be several interesting features introduced. While he declined to state the plans under consideration, he said that it is probable that one manner of handling the business would be to organize colonies in the east and bring them to the lands.

#### Train Time Changed

A bulletin announcing a change of time for Oregon Trunk passenger trains has been issued from Portland, the new schedule to be effective April 23, next Sunday.

Train No. 102 will leave Fallbridge 1:15 p. m. instead of 12:25 p. m., arriving at Madras 7:50 p. m. instead of 7:15 p. m., and Opal City 8:50 p. m.

Train No. 101 will leave Opal City at 7:30 a. m., Madras 9:30 a. m., arriving at Fallbridge 4:05 p. m., instead of 4:15 p. m. Corresponding changes will be made at intermediate points. The change is made to conform with changes made on the North Bank.

#### Prineville Team Coming

What promises to be the best ball game of the season so far is scheduled for next Sunday on the local grounds, when a team from Prineville is coming to contest for honors with the Madras players. Madras has won every game played this year, and the team has recently been strengthened. Prineville it is understood is coming down with a strong bunch, and some league ball is promised. As the expense of bringing the Prineville players here is considerable, the fans all hope for a good crowd Sunday afternoon to see the game, and to help along the financial department of the sport.

## Taxable Property in Road Districts and Amounts Available in Each

The following table shows the total amount of taxable property in North Crook county road district. The amount available under the statute (50 per cent) for use by the road supervisor of each district. Each road district is allowed 3 19-20 mills on the assessable property of the district for road purposes. These figures were taken from the 1910 tax rolls:

Road District	Total taxable property	Road Tax	Amount Available
6-Haystack	\$310,425.00	\$1,226.00	\$613.00
8-Hay Creek	102,852.00	694.00	302.00
9-Willow Creek	108,175.00	24.00	12.00
10-Cross Keys	76,745.00	304.00	152.00
11-Ashwood	418,199.00	1,622.00	826.00
23-Kuteher	406,611.00	1,542.00	921.00
29-Lamonts	219,879.00	865.00	433.00
30-Lytle Gap	9,202.00	800.00	400.00

### KONOWAY COMPANY CHOOSES OFFICERS

#### Will Soon be Ready to Handle Business

#### WOOL HOUSE NOW BUILDING

Board of Directors Chosen and Books of Corporation are Opened. Manager Not Named

At a meeting of the stockholders of the Konoway Warehouse company held Monday evening in this city, a board of directors was chosen, bylaws adopted, and later the board of directors elected officers. The books of the company have been opened, assessments of shares levied, and the company expects to soon take over the control of the Farmers' Union warehouse, which they have leased and to begin the actual handling of the freight of this place.

Work has been commenced upon the new wool warehouse by the Kerrick Construction company which is under a bond to have the building completed by May 10, so as to be in readiness to handle the wool clip.

The following were chosen members of the board of directors: James Rice of Haycreek; H. W. Turner, Henry Dietzel, Robert Rea, and A. C. Sanford of Madras.

After adjournment of the meeting of the stockholders, the board of directors elected the following officers of the corporation: President, H. F. Dietzel; vice-president, James Rice; secretary, H. W. Turner; treasurer, J. M. Conklin.

The matter of selecting a man to manage the business of handling the wool and freight has not yet been decided. It is the intention of the company to secure the services of someone who is entirely acceptable to the wool men as well as to the warehouse people.

The successful outcome of the effort of the Madras people to float this enterprise is one that the city is to be congratulated upon. The securing of the wool sales and shipments from this place and the ample warehouse facilities in short order has been a task that those who have not been included in the effort can scarcely realize, but the thing has been accomplished by a firm stand on the part of the local people, and shows what can

be done by an organized effort.

The facilities which a town can offer to the public for the handling of its business, makes a mighty factor in the upbuilding of the town and its trade, and in the matter of warehouse accommodations Madras can pride herself on the fact that she offering ample and convenient means for handling the business.

#### Railroad Officials Here

A party of railroad officials arrived in a special car Saturday evening on the regular Oregon Trunk passenger, and spent the night here. In the party were W. E. Coman, general freight and passenger agent of the North Bank and Oregon Trunk; Ralph Budd, chief engineer, O. W. Taylor, president of the Ruth Trust company, and Bert Cohen, secretary of Mr. Coman. They were traveling in the private car "B2" of J. B. Rogers, superintendent of the North Bank. They were joined on the way in by W. C. Wilkes, traveling freight agent and were spending the time inspecting the railroad property, and making provisions for the extension of the train service to Opal City.

### AUTOMOBILE IS UNDER ATTACHMENT

#### Billy Porter Pays \$46.50 But Gets No Ride

#### DRIVER HIRES CAR OUT

When Deputy Sheriff Takes Auto in Charge Can Get No Chauffeur It Run It.

A big automobile belonging to Arthur Anderson, of Redmond, is now stored in Robinson's garage under the attachment for \$46.50 brought by W. J. Porter for the recovery of money paid Anderson for a trip to Bend and return, the trip having never been taken.

Last Monday afternoon Porter and a number of friends decided to take a trip to Bend to witness the athletic entertainment held there that evening, and Porter engaged Anderson's car to take the party there and return, paying him \$46.50.

There was some little delay in getting started and during this time Porter's crowd concluded they would not go. It is said that Mr. Porter then sought the chauffeur and told him that the party would not go, and offered him \$7.50 for the time that he had kept him waiting. But it is alleged that Anderson refused to settle on those terms and kept the \$46.50. A little later Anderson hired his car to a party to go to Metolius.

In the meantime the crowd had concluded to take the trip to Bend, and Porter went in search of the auto, only to find that it had been sent out of town for the Metolius trip.

Anderson, it is said, still refused to pay back the money Porter had given him, and claiming that he had chartered the car and paid in advance for the Bend trip, Porter then got out attachment papers, and when the

### AUTO TRUCK FOR FREIGHT SERVICE

#### Big Machine is Hauling from Madras South

#### WILL CARRY FIVE TONS

First Attempt at Hauling Loads in This Section With Gasoline Power.

Supplementing the rapid transit of freight for Central Oregon points to those parts not yet reached by the railroad, F. A. Laurendine and Samuel Pearce have put into service from Madras to points south a five-ton automobile truck, the big car arriving here last Saturday and being put into immediate service handling freight. The truck is a Kissel car, and the sale was made by R. P. Scheurer, of this city, Stoddard Dayton agent for this territory. Mr. Scheurer accompanied the purchasers to Portland, where demonstrations were had, and the practicability of the truck as a freight hauler on roads like those of Central Oregon fully established.

Many and divers are the opinions expressed by the oldtimers in this district, who are accustomed to seeing freight hauled by team, and for that matter it is up to the car and its owners to show what can be done with it, as it is a new departure in this county. The floor space on the truck is 8x12 feet, and it is said to have a capacity for hauling from five to seven tons of freight as a load. Last Monday a load of five tons of beer was taken out of here for Bend.

On good roads the truck can develop a speed of 20 miles or more per hour, while it is constructed with gears so that any grade which can be traveled with a team can be climbed.

An average of about five carloads of freight daily are being received for Madras and interior points, and it is the handling of this traffic which attracted the new company to the possibilities of employing the speedy freighter.

In the case the auto proves successful for this work Messrs. Laurendine and Pearce state that they will put on two more of the trucks.

car returned to Madras the attachment was served on the owner by Deputy Sheriff McTaggart. Although the town is overflowing with auto drivers, McTaggart was unable to get one to run the car to the garage for him, and as a last resort he went to the livery barn and hired a team to pull the car to shelter.

The settlement of the case in court has not yet been had, but it is understood that both parties will fight to the last ditch. Porter contends that as Anderson kept his money, he had the car chartered and that the owner exceeded his right when he hired the machine to another party for the Metolius trip.

FOR SALE—One windmill, wheel 10 feet; also wood tower for same; 700 gallon tank, and platform all complete; cheap. Inquire at Oregon Realty Syndicate, Inc.