

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, MAY 18, 1911.

NO. 35

UNDER WAY ON WATER WORKS

Do Not Wait to Float
Bond Issue

DIRECT TO PIPES

State Owners Promise Aid
All Securities Can Be
Disposed of.

city well which is to be
source of supply for the
water system is to be
ed at once and mains laid
ply water, whether the
bond issue voted for the
is disposed of or not,
as the decision reached
evening at a joint meet-
the city council and
W. H. Taylor, Jesse
and other realty owners.
horse power engine be-
to Jesse Hobson and the
installed in the well he
ed at the Steinke place
in addition to Madras is
moved to the city well,
Jaansen of the Central
Well company, the water
pumped out and work-
employed to deepen the
and establish beyond all
the amount of water
from this source, after
mains will be connected
to the pump and water
ed without the use of
ervoir, until such time as
is able to float its bonds.
very probable that Mr.
Mr. Hobson, and the
Townsite company will
half of the bond issue,
having been made by a
man to take up the
if some time ago. In
it there will be no diffi-
completing the system
to the original plan,
unless of this phase of
ion water is to be piped
city, "even if it is
to dig down in our
to use the words of Mr.

Turner and Councilman
now in Portland, and
ed to look into the dis-
the bonds while in the
how long will you be
asked Mr. Taylor.
ere until we get some
was the answer and that
be the feeling that is at
ing hold of all the people
the town must have
onds or no bonds, and
work of getting it is
er way.

make the start to con-
system, and not quit
meet some difficulty
t be overcome." was
al sentiment expressed
ing.
is now down about
et, and is 8 feet in di-
Water came in so fast
workmen were unable
further with the ex-
until a power pump
installed to keep the
n being flooded. The
hope the bottom of the
al deepen it further so
the low water level
ure of a permanent
er which the pumps
connected to pipe lines
will be furnished to

Small Blaze
near getting a start
ess part of town Wed-
ning, the walls in the
supplied by J. H. Bark-

ley's store taking fire from the
flue. The alarm was quickly
sounded and in a jiffy several
were on the scene with hand
chemical extinguishers and the
blaze was nipped in the bud.
A strong wind was blowing at
the time, and it was fortunate
that the discovery was made in
time, for had fire got a good
start it would have been goodbye
to a large portion of the town.

Boy Goes to Sleep

Floyd Stanton went to the
moving picture show Monday
evening and toward the close of
the entertainment went to sleep.
When the crowd passed out he
slept peacefully on, and the
operators closed up the building
and put out the lights and the
boy still slumbered. About quar-
ter past ten o'clock he waked up
and discovered that he was locked
up in a dark building and there
was music in the air. A passer-
by heard his wails and summoned
the marshal and after a time the
back door was opened and the
child liberated. Whether the
joke is on the picture show or
the boy is a question. The show
men ought to put on a program
that will keep the boys awake.

Fishing is Good

Numerous fishing parties have
gone to Crooked and Deschutes
rivers to fish for red sides during
the past week, and most all who
have gone on auspicious days
have come home well rewarded
for their efforts. Some excep-
tionally fine strings have been
brought in from Crooked river.
A catch of between 30 and 40
trout ranging close to 15 inches
in length make a pretty sight.

NO INTERRUPTION IN FERRY SERVICE

Rumor That Oregon Trunk Transfer
Can't Run in High Water False.

Traveling Freight and Passen-
ger Agent Strong, of the Oregon
Trunk railway is in the city
today, and states that the rumor
that it will be impossible for
that company to operate its ferry
across the Columbia River at
Fallbridge during the the high
water stage and consequently be
delayed in handling freight ship-
ments, has been given some cir-
culation. This rumor is wholly
without foundation, Mr. Strong
says, as his company will guar-
antee the delivery of all freight
promptly.

A circular letter has been is-
sued by W. E. Coman, general
freight and passenger agent
anent the situation, which says
in part:

Chief Engineer Budd advises
that improvements have been
made in our ferry service across
the Columbia river between
Fallbridge and Moody which will
enable us to operate regular
ferry service at all times for the
handling of the Oregon Trunk
railway freight and passenger
business pending the completion
and operation of the bridge
across the Columbia river.

The freight business is handled
without transfer by car ferry,
while the passengers are prompt-
ly transferred by the steamer
Norma which lands at the slip ad-
joining passenger trains on both
sides, so that the transfer is
conveniently and pleasantly
made.

Please see that our patrons and
others understand this condition,
particularly the permanency of
ferry service without regard to
stage of water.

NINE CARS OF WHEAT GO OUT THIS WEEK

Warehouse Facilities Are
On Every Hand

SAGEBRUSH SURE TO GO

Increase of Wheat Acreage will Show
Great Development in Next
Few Years.

Within the next few days nine
full carloads of wheat that have
been purchased in this vicinity
by the Balfour Guthrie Company
will be shipped to Portland. A
portion of the grain will go out
over the Oregon Trunk and the
balance over the Deschutes line.

Warehouse accommodations are
being provided for the grain
growers at all points along the
line, and Central Oregon wheat
has had the markets of the world
brought to its doors with the
coming of the railroads.

At Opal City two cars will be
loaded through the Jones ware-
house there. Two more will be
loaded at Metolius through the
Metolius warehouse conducted
by J. W. Boone, two others will
go out from the Farmers' Union
warehouse at Madras, now oper-
ated by the Konoway company,
and three more will be loaded
from a temporary platform at
Paxton's eight miles north of
Madras on the Deschutes rail-
way.

In addition to the points men-
tioned above other grain shipping
accommodations are being pro-
vided. The Balfour Guthrie com-
pany now has under construction a
new warehouse on the Deschutes
Railway at the Madras depot
grounds which is 100x50 feet,
with 100 feet of additional plat-
form. A wheat platform has
also been constructed at Vanora
station, where wheat is being re-
ceived for shipment. Warehouse
facilities will also be provided at
Gateway and Mecca, the latter
point now being accessible from
the plain by the completion of
the three-mile grade up the rim
rocks made by the Oregon Trunk.

A warehouse is also in opera-
tion at Culver Junction managed
by Mr. Wallenberg, and that
point will be a heavy wheat ship-
ping point.

The increase in wheat acreage
in this part of the county
will undoubtedly make great
strides during the next few
years, as it will not take the
farmer long to realize that every
bushel of wheat grown is just so
much cash in his pocket as soon
as delivered to the warehouses,
and thousands of acres that are
now covered with sagebrush will
be cleared and made ready for
grain growing.

One tract of 1200 acres owned
by Morrow & Keenan, extensive
sheepmen, is soon to be broken
up and planted to wheat, while
hundreds of homesteaders who
have not felt the need of all
their acres up to this time are
preparing to get the sage brush
off and grow more wheat. Prob-
ably the greatest development
that will take place in this coun-
try in the next few years will be
along this line.

Pianos and Organs

If interested, write us for free cata-
logue, with price of each instrument
plainly marked. We guarantee to
please you and make convenient terms
if wanted. C. V. BAIRD, manager
for Wise piano house, Walla Walla,
Wash. a27-4tc

MUCH NEW LAND PUT INTO CROPS

Hill Party Startled at
Increased Acreage

HOMESTEADERS ARE BUSY

Tonnage of Agricultural Products Will
Be Much Greater Than
Last Year

Wonderful changes as com-
pared with the condition of Cen-
tral Oregon a year ago were noted
by Louis W. Hill, president of
the Great Northern railway, on
his tour of the interior portion of
the state, from which he returned
yesterday morning.

Future transportation even
more remarkable is predicted
by Mr. Hill, as well as by Carl
R. Gray, president of the North
Bank road; George B. Harris,
chairman of the board of direc-
tors of the Burlington system,
and others who accompanied
him on his recent trip. Mr. Hill
visited Bend, Prineville, Burns,
"Bill" Hanley's ranch and other
interior points on the anniversary
of his last journey through
the same district.

"I was not so much surprised
at the changes we saw in the
towns and new settlements that
have sprung up as the result of
building the railroads he said,"
yesterday, "but I was almost
startled to see the great differ-
ence in the rural districts.

"Last year the only place we
saw homesteaders at work was
at Fort Rock. This year we saw
them everywhere. We learned
that many others have filed but
not yet started to build their
homes.

"A big start was made this
year in settling remote portions
of Central Oregon. Now we
will have to keep it up. Oregon
will have to continue its pub-
licity campaign to attract set-
tlers. In this work the Portland
commercial club has been well in
the forefront. Wherever we
went we found eager inquiries
for C. C. Dhapman, manager of
the publicity work of the Port-
land club. They appreciate the
work that Mr. Chapman and the
Portland commercial interests
have done.

"The most crying need of the
interior, however, is people.
Every town and city is planning
to bring in additional settlers.
At several places we met with
the commercial clubs and dis-
cussed with them the plan they
have in preparation to have the
land taken up. All these organi-
zations spoke of the work done
by the Portland commercial club
and the chamber of commerce."

Crops in Central Oregon are
looking splendid, reported Mr.
Hill. The season is two weeks
later this year than in 1910. Last
year the season was two weeks
in advance of the normal. This
year it is normal.

In the five days that the party
was away from Portland the
members traveled more than five
hundred miles by automobile.
This gave Mr. Hill an opportu-
nity to study the road situation.
He is a motor enthusiast and
carries his own machine with
him. Central Oregon, he de-
clared, had better roads than
those parts of the state having
railroads. In their tour, using
two machines, they had only one
puncture.

Tonnage of agricultural pro-
ducts from the interior will be

much greater this year than a
year ago, he predicts. He saw
thousands of acres of wheat and
alfalfa that were barren last
year.

One day of the tour was spent
in the big timber country near
Sisters. Timber such as the
party saw there would be worth
from three to five dollars a thou-
sand in Washington, he asserted.
Mr. Harris said all this timber
would be bought in the Missis-
sippi Valley.

Construction of independent
logging roads from these timber-
ed areas to connect with Oregon
Trunk will be undertaken in the
next few years. The Hill inter-
ests, however, do not contem-
plate further development in
mid-state very soon. They are
looking toward Prineville as a
possible terminus for a branch,
but have not promised that line
for any definite time.

"The people of Prineville have
been patient with us for a long
time," declared Mr. Hill. "We
won't promise them a road until
we are actually ready to build it.
Then we shall build as soon as
we promise.

"There is considerable terri-
tory in Central Oregon now that
might justify the construction of
new railroads, but it is another
thing to get the money to build
it with."—Oregonian.

Vanora Office Opens Monday

Commencing next Monday the
new post office which has been
established at Vanora will be
opened by Postmaster John T.
Dizney and the mail for that
place as well as that for the
Warm Springs office will be receiv-
ed there from the Oregon Trunk
train.

COUNCIL CHANGES ITS MIND AGAIN

Abolishes all Kinds of Music in
Saloons and Then Revokes Act

Although less than a week
elapsed from the time the city
council unanimously passed the
ordinance amending the measure
which controls the conduct of
saloons, with the effect of put-
ting down the lid on pianos and
other music in the thirst parlors,
at an adjourned meeting held
last Monday evening, the lid was
just as unanimously taken off
again, and the action that took
place at the former meeting was
rescinded, so that matters re-
main just where they did before
any action was taken.

Why and wherefore? The only
answer is that the council chang-
ed its mind. A similar course
was pursued recently when the
proposal was made to limit the
number of licenses for the sale of
intoxicating liquors within the
city to six. The ordinance re-
stricted the number of licenses to
half a dozen was duly passed on
one Tuesday evening. On the
following Friday the council re-
scinded its action.

Plow Team Runs Away

While Emil Zemke, a farmer
residing on Methodist Hill, near
the German church southwest of
town was driving five horses
hitched to a heavy gang plow
along the county road yesterday,
the team bolted and ran away.
Chas. M. Dizney, who is carrying
the mail on the R. F. D. route
was barely able to get out of the
way of the running horses and
their dangerous implement. Mr.
Zemke escaped serious injury as
did the horses, but the plow was
demolished after it had come in
contact with the fence along the
roadway.

CHANGE IN MAIL ROUTES JULY 1

Postmaster at Culver to
Advertise for Bids

TWO ROUTES FOR SOUTH

One Goes Through Lamonta to Prine-
ville, Other through Red-
mond to Bend.

Postmaster O. G. Colver at
Culver has received notice from
the postal department to adver-
tise for bids for contracts
for carrying the mails south
from that place to Bend and
Prineville.

Under the instructions he has
received the Prineville mail is to
be taken on one route which
passes through Lamonta, and the
mail for Bend is to go over
another route passing through
Redmond.

Bids must be submitted by
June 6 and the service is to be
commenced July 1.

Post Office Inspector Durand
while here recently stated that
he intended to recommend the
establishment of a route from
Haycreek to Grizzly and thence
to Lamonta to serve those offi-
ces. The contract for hauling
the mails over the new routes
are not looked on with much
favor by stage men, for the rea-
son that the duration of this ar-
rangement will be so short that
they will not much more than
get things in good running order
until the railroad will cross
Crooked river and carry the
mails for Redmond, Bend and
Prineville.

This will make another change
necessary, and it is probable
that a route from Haycreek
through Grizzly and Lamonta to
Culver will then be established.
Haycreek is only 12 miles east
of Madras and a service from
this point would give the people
served by that office their mail
about six hours sooner than from
Culver, while many patrons be-
tween here and Haycreek could
be served by sacks if a route di-
rect from Madras to Haycreek
were established.

However, all that the people
in the southern part of the
county can do in view of the
rapidly changing conditions is to
get the best service possible as
soon as they can, and wait until
the railroad construction period
passes away and permanent
routes are established.

May Mean Much

C. J. Chamberlain and Mr.
Robertson of Tacoma have just
closed a deal with Hobson &
Hobson on two purchases of
real estate adjoining town and
taken an option of two other
tracts for San Francisco invest-
ors. Through Messrs. Hobson
these same people have bought
tracts at Redmond, Opal City,
Culver and Metolius. An option
has also been secured by them
on all the Cline Falls, Redmond
power plant. Ostensibly these
small tracts bought are to be
platted and made additions to
the various town plats, but from
those on the inside information
is gleaned that it may mean more
to Madras than any movement
yet projected.

Lamonta Wins

The Lamonta baseball tossers
came to this city last Sunday
afternoon and crossed bats with
a "pick-up" team, defeating the
locals with a score of 6 to 8.