

CAN'T FINISH BRIDGE UNTIL EARLY WINTER

Half of Steel Must Be Transported by Wagon

ONE PIECE GOES TO BOTTOM

Job Estimated to Require Six Weeks Will Take Nearer Six Months to Complete

Instead of being able to complete the cantilever bridge across Crooked river, about 20 miles south of Madras by the first of August, so that train service can be extended through Redmond to Bend shortly after that date, the fact has now developed that the Missouri Bridge Construction company, which has the contract for the work, will not have the bridge finished until the latter part of October, if even by that date.

The steel for the south half of the bridge will have to be hauled across the river at Trail Crossing on wagons, so that work can be prosecuted from the south bank until the two halves join in the middle. While the engineering feat of designing the bridge may have presented difficulties, the feats of physical engineering in actually placing the bridge seem to be the real "sticker."

One heavy piece of steel is reported to be in the bottom of the gorge. It was being swung into position by the traveling crane, when the cables supporting it broke, and the steel plunged 300 feet to the rock bottom. It is said no effort was made to recover the piece, as it was so bent and twisted by the force of the fall that it was of no use.

A recent issue of the Oregonian has the following about the bridge:

Work on the new Crooked river bridge of the Oregon Trunk Railway is progressing at a rate of speed sufficient to insure its completion before the beginning of the coming Winter, and if good luck prevails, it may be finished before the end of October.

On his recent trip to Prineville, where he attended the meeting of the Central Oregon Development League, Carl R. Gray, president of the North Bank and Trunk roads, visited the site of the new bridge and watched the men at work.

While construction is not proceeding as rapidly as the people of Central Oregon would like, progress there is consistent with the class of work prevailing on the Oregon Trunk, and is being done as fast as the unusual conditions will permit.

The new bridge will be peculiar in its class. It will span the Crooked river canyon, 300 feet high and about 320 feet in width, growing narrower toward its base, where it is only 70 feet wide.

A single arch will span the chasm, the steel work being extended from both walls until it meets in the middle. The general plan of support is similar to that in a stone arch, in which a keystone is used.

Engineers first figured that the bridge could be built in six weeks, but they did not take into consideration the fact that the steel for the south half of the structure has to be hauled by wagon from the present end of the railroad, a distance of over seven miles to the south base of the bridge.

Nearly six weeks have already been required, and not more than 10 per cent of the steel is in place. Much material is on the ground, however. A traveling crane was installed there recently, and is used in placing the

steel parts in their respective positions. Other preliminary construction work also required considerable time.

When completed, this bridge will be the longest single-arch steel bridge in the world. It will be supported by solid masonry on one side, but on the other the natural stone wall will be used as an abutment. It will be subjected to a heavy strain, as both the Oregon Trunk and O. W. R. & N. roads will operate over it.

Trunkey Buys Store

J. P. Robertson has sold his interest in his general store at this place to his partner, Wm. Trunkey. Mr. Robertson has gone to Pasco, and it is reported that he will engage in the mercantile business at some new point. Mr. Trunkey has been in charge of the store here and is well liked by his customers and all who know him. He will increase his stock to keep up with the growing demand of Metolius and will at all times conduct a strictly square and up-to-date business. The store could scarcely have fallen into better hands.—Metolius Central Oregonian.

SITE FOR HARNEY STATION IS CHOSEN

Agricultural College Men Select Land for Experiment Farm

After a trip of 750 miles through Harney county, the Oregon Agricultural College regents have selected a site five miles east of Burns for the headquarters of the dry farming experiments. The land there is most typical of the Harney conditions of any visited, and a model station for experiments will be established there, with sub-stations in districts where the conditions vary.

The county has appropriated \$15,000 for the purchase of the land and the legislature provided \$4,000 annually for maintenance. The college has not yet named the man to take charge of the work, but will do so at the July meeting of the board of regents, probably about the 15th. The best dry farming methods are to be applied, to discover the crops best suited to the district and the cultural work necessary to make them profitable.

Crook County's Crooked Road.

Crook county's crooked poet has slipped another crooked poem over about the crooked road from Mecca up the precipitous north end of Agency Plain. The following has been found on the grade, written in a very crooked hand:

There was a crooked man
Who built a crooked road,
He built it up a sidehill
Where you couldn't haul a load;
He built it very crooked
He built it very funny,
An' to build this crooked highway
Took a lot of crooked money.

A rattlesnake started out one day
Along this crooked trail;
And it was so bloody crooked
He got tangled in his tail.

No farmer dares to use this road
And you often hear them say,
"If a man were at the bottom,
He could never get away."

As a matter of fact this road is crooked, but lest someone may get the impression that the road is not a good one, it might be well to state that it is a first-class highway, and was built at a cost of about \$10,000 by the Oregon Trunk Railway for the benefit of the farmers, and is fully appreciated by them.

WANTED—Good renter on my place. Will sell present crop as it stands. Eighty acres cultivated, 20 ready to plow; six miles southwest of Culver. Or will sell.
j22-jy13pd J. W. NICHOLS.

WORK OF ROAD RESURFACING.

Different Methods by Which It Can Be Done.

PENETRATING AND MIXING.

Where the Traffic is Not Excessively Heavy a Mixture of Sand With Heavy Asphaltic Oil Makes Good Road in a Locality Where Sand or Sandy Gravel Prevails.

One of the big problems that confronts roadbuilders today is the resurfacing of the highways when the first sign of wear becomes noticeable.

The voids may be filled by either the penetration or the mixing method. Under the penetration method the second course is laid and rolled lightly, after which heavy asphaltic oil is applied, preferably by means of spraying machines, using sufficient quantity to fill all the voids, but not to flush the surface.

Stone screenings or coarse sand are then applied over the whole and thoroughly compacted. The thickness of this course is ordinarily about two inches and requires about two gallons to the square yard of surface.

Under the mixing method the second course of stone is first coated with the bituminous material and is then spread to such depth that it will be about two inches thick after rolling.

The additional cost of a road constructed by the penetration method is about 14 cents and by the mixing method about 20 cents per square yard above the cost of the ordinary water bound macadam road, both of these estimates being based on the use of a heavy residuum oil.

For Heavy Traffic. In cases where the traffic is extremely varied and heavy loads are transported it is preferable to use a nearly pure asphalt, in which case the additional cost is about 25 cents per square yard.

The above methods are also used for resurfacing old macadam roads, the method of procedure being practically the same as in constructing new roads. If the old road is worn badly and contains irregular holes the low places or holes are patched with stone only or with stone and oil combined, tamped and rolled into place, after which the new top course is placed.

Another method of resurfacing worn-out macadam roads is to mix heavy asphaltic oil and gravel, then spreading the mixture on the road to such depth that it will be about two inches in thickness after rolling. This method has been used in Massachusetts with the greatest success, and some roads that were treated by this method two years ago show absolutely no change at the present time and are in perfect condition.

In connection with this gravel and oil treatment it may be well to mention the fact that it has been found in Massachusetts that where traffic is not excessively heavy a mixture of sand with heavy asphaltic oil makes an economical and efficient road surface in localities where sand or sandy gravel prevails, and stone is difficult to obtain.

Cape Cod Road. Six years ago a road of this description was built on Cape Cod, and it is today in better condition than it was the year it was finished.

Similar work has been carried on in several localities where sand prevails, and it has been found that where the work is properly done the results are excellent.

Several roads of this description are now under construction in Massachusetts, the entire cost of the roads, including the small amount of necessary grading, being only about 30 cents per square yard.

Another method adopted in Massachusetts for surface construction is to place about five inches of sandy gravel on the roads and compact the same as much as possible, and then apply heavy asphaltic oil, using about three-fourths of a gallon to the square yard, covering it with just sufficient sandy gravel to take up the surplus oil. The oil furnishes the binder that is lacking in the sandy gravel, and the completed road presents a smooth, hard surface that is hardly distinguishable from a surface composed of stone and oil.

In Massachusetts very comprehensive experiments have been tried with all methods of treatment of the road surfaces, experimenting with practically every material that has been offered. In all cases having sufficient chemical and physical analysis made of the binding material used in order that any method or material found to be satisfactory may be duplicated and to avoid repeating unsatisfactory construction.

Speaking of the English roads, a returned traveler says that the Englishman doesn't know what a rut is. A road in most parts of this country without a rut would look so strange to the average farmer that it would have to be introduced to him.

SIGHTED AN ELK.

One Party Lost the Game, While the Other Side Won the Match.

Sometimes the autumn is very hot in the Rockies—hot, still, glittering weather, with the thermometer at 90 or more.

Three hunters on such a blazing autumn day sat on the hotel porch of a small mountain town. Their shirts were open at the throat, and they were fanning themselves with their big felt hats. But suddenly one of them exclaimed:

"Look, boys, look!"
They looked where the man pointed, and a wonderful sight met their eyes. On a peak at the summit of the high trail, 3,000 feet above their heads, stood a superb elk. There he stood like a statue, his antlers beautifully outlined against the bright blue sky.

"Bucks are scarce enough, but an elk!" gasped the three hunters, and in



"AN ELK" GASPED THE HUNTERS.

a jiffy, forgetting the heat, they were tearing in the red-hot sun up the steep trail with their rifles on their shoulders.

Up and up they climbed. The thermometer in the sun was about 120. Finally as their red, dripping and breathless leader peered on hands and knees across a log at the top of the trail he saw a man calmly chewing the stem of an unlighted cigar.

"Did you—did you see—the elk?" panted the leader.

The other, with a laugh, pointed with his cigar to where a little group of campers were unstrapping a pair of old antlers from the head of a mule.

"Pardon me, old man," he said, "but we've just run out of matches, and the day being too hot for a trip down below, we thought we might perhaps decoy a few of you fellows up here to help us out."

Pulling Teeth in Scotland.

An old Scotchwoman journeyed to London to visit her son. She was taken with a jumping toothache and upon the advice of her son visited a dentist, who soon had the offending molar flying in the air. With a sigh of relief the old lady climbed out of the chair and asked:

"How mooch?"
"Ten shillings, mam," replied the dentist.

"Tin shillings, is it, ye robber?" screamed the woman. "Why, I'll ha' ye know, Sandy MacPherson 'ud haul me all about the smithy for saxpence."

Youthful Pangs of Hunger.

There's a youngster in Boston whose appetite is a constant source of amazement to his family and relatives.

On one occasion this lad was taken to spend the day with an uncle in the suburbs. At dinner he ate so much that finally it became actually necessary to forbid him to eat any more. Later, when the family were taking their ease on the porch, the irrepressible William pulled something from his pocket and began gnawing it.

"What have you there?" demanded his father.

"Only a dog biscuit," came in apologetic tone from Willie.

"Where did you get it?"

"I knew I'd be hungry before I got home," explained the lad, "so I took it away from Fido."—Lippincott's.

His Good Resolution.

In a little Irish village there lives a certain worthy who never could pass a public house without "calling in just to ax the time."

One night, however, he made up his mind to pass by for once. It was a very hard job for him, and at intervals he stood still and said, "Stand firm, resolution, stand firm!"

After a hard struggle he gained a little bridge just beyond the inn, and, halting there, was heard to say: "Begorra, resolution, but yer did stand firm that time. Ye deserve a reward, so ye do, and, begorra, I'll just go back and trate ye."

Kith and Kin.

"The small boy," said Robert Edson, "is an invention of Satan. At least that is what my friend Jackson thinks. Poor Jack is the devoted slave of a fair damsel cursed with a strict father and an imp of a brother. The other night dad came into the parlor about 5:30 with a 'good night' expression on his face and tacitly asked what they had been talking about to keep them so interested so late.

"Oh," said Jack carelessly, "we were discussing our kith and kin."

"Just then the imp's head popped from behind the piano.

"Yeth, dad," he hisped exasperatingly, "I heard 'em. He said, 'kin I kith you?' and she said, 'you kin!'"
—Young's Magazine.

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