

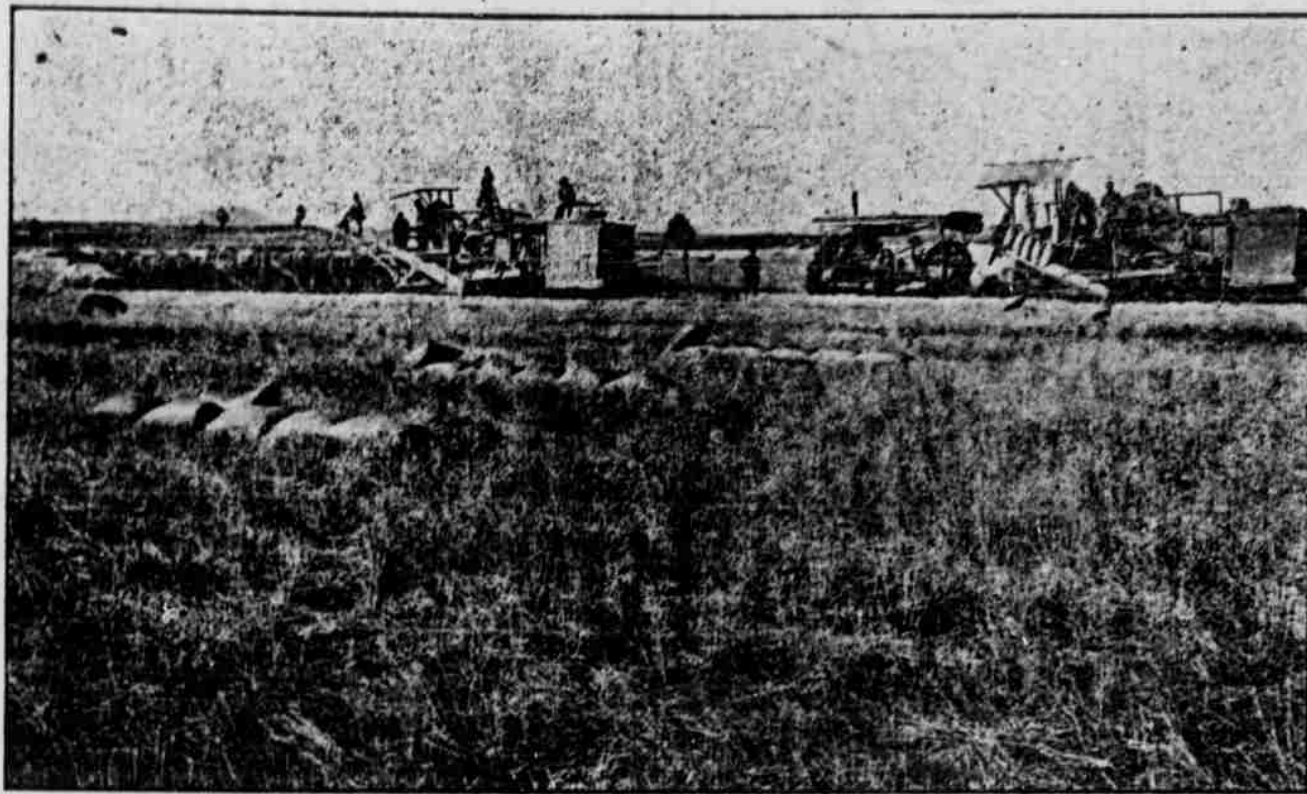
# THE MADRAS PIONEER

MADRAS, CROOK COUNTY, OREGON, THURSDAY, NOVEMBER 14, 1912

NO. 7

## THE CONQUERING OF NATURE'S MIGHTY FORCES IS REVEALED

Trip Through Deschutes Canyon, With Scenery Grand, Arrogant, Stupendous, Creates Impressions That Linger Throughout Man's Life Upon Mother Earth, as He Gazes With Awe Upon the Handiwork of an All Powerful God--The Easterner's First Glimpse of the Wonderland of Northern Crook County Almost Leads Him to Believe it is a Freak of Nature--Only a Mirage. Agricultural Expert for Hill Railroad Makes Trip Through Central Oregon



The above picture portrays the scene of a 36-horse combined harvester, and a 60-horse Catapillar gasolene engine pulling another combined harvester. Although this scene is not very common in any section of the West, it represents the methods employed by T. A. Taylor in harvesting during the wheat season recently closed. Mr. Taylor, who is considered one of the largest grain growers in Oregon, had in wheat, this year, approximately 2500 acres of winter wheat, which averaged between 20 and 25 bushels to the acre, and during the latter part of the season he operated both Holt combined harvesters in the same field. In the cost and maintenance of both machines Mr. Taylor found that gasolene power is less expensive in operation, more grain is harvested, and the work done is a great deal better than that accomplished with the use of horses. This system of farming on a large scale is followed extensively in different sections of Washington and Oregon, and has proven very successful, year after year, during the past several years. Here, in Central Oregon, Mr. Taylor is a pioneer in this method of farming, and, although there were many obstacles to overcome, he earned his success against many conflicting circumstances. At the present time he is preparing another large acreage for seeding, with his Catapillar engine, having 12 six-inch plows in operation, and at the same time is harrowing the ground, with the expectation of having very little difficulty in seeding when he goes over the ground, the second time, with the harrow and drill.

And while publishing a story of the success Mr. Taylor has achieved we are inspired to write a descriptive tale of the trip one makes in order to reach this fertile land. To those who live in interior Oregon and are familiar with the prosperous existing conditions, this story may not prove very interesting, and they will probably turn to some other page to discover who left town, and who arrived recently, and ascertain the date of the next dance, and the names of the bride and groom, and if Taft has resigned himself to his fate. But the Easterner—whose battle of life becomes a greater burden year by year—his interest will increase as his perusal progresses.

After the traveler leaves the Columbia river he enters a canyon whose scenery is grand, arrogant, stupendous, and he gazes in wonder, his eyes are focused, upon the work of man in conquering the all powerful forces of nature in surmounting the great obstacles that arose, in quick succession, in his path during the period of railroad construction along the hills, and rapidly flowing Deschutes river, under mighty rocks and through tunnels into the very bowels of the earth, until the eye of the stranger becomes tired of the engineering feats that are projected upon the retina as a moving picture witnessed by an audience aboard a swiftly moving train. But all at once the scene is changed, and the iron horse emerges into a country that is open for many miles in every direction, and the view then witnessed impresses itself indelibly upon the memory, and he fails to comprehend how such a garden of Eden has existed in a land never inhabited by Adam and Eve and is almost led to believe that what he witnesses is not a reality, but a freak of nature—a mirage. While nearing his destination, he is over-

come with enthusiasm over the productivity of the soil and pictures of prosperity presented within a zone of many miles. The land is dotted with farms and houses, the atmosphere is filled with the sweet scent of yellow wheat, the trees are laden with luscious fruit, cattle and horses are peacefully grazing in their pasture, the climate is ideal, the people are healthy, happy and satisfied, and all nature has worked in harmony with mankind to produce a picture of supreme contentment.

And at last the stentorian voice of the conductor announces the arrival of the train at Madras, the gateway city of interior Oregon, the Easterner's mecca, the great wonderland of Northern Crook County, where success attends man's efforts in cultivating any and everything under dry farming conditions, and whose agricultural and horticultural exhibits at Lethbridge, Canada, recently, not only attracted the attention of the world, but also captured sweepstakes and won a large number of first prizes.

The railroads were wise enough to forecast the certainties of the future of this glorious country and expended over \$30,000,000 in the construction of roads. There are many in the great Eastern cities and on Eastern worn out farms, and Eastern lands, that labor under conditions that have not and will never exist in this county, and to assert that they are satisfied with their present circumstances would be absurd, as their farms have no such outlook as the farms out here. Here can be seen the man who has no rent to pay, the man who will soon have the comforts of electricity in his home, as light, as power to run his mill, to operate the washing machine and other household inventions, to lessen the drudgery of life for the noble woman (God's greatest gift to man) who is his constant companion through his days upon

this earth, his guardian angel in time of sorrow or adversity, his enthusiastic partner during the hour of successful speculation, the proud mother of his beautiful children.

Along the rural route the farmer has his mail delivered within a short distance from his door, the telephone is at his command, and the parcels post will soon be in operation.

This is truly a remarkable country in a remarkable age.

That the new Oregon will bear but little resemblance to the old, and that this state, within a few years, will surprise even its most optimistic citizens, is the belief of Prof. Thomas Shaw, of St. Paul, James J. Hill's agricultural expert, who has just completed a trip across Central Oregon. Professor Shaw was much impressed with Central Oregon and his recent visit confirmed his previous opinion.

"Central Oregon grows on me," said he. "It is a country with a tremendous future. There is no richer soil in any state than in the interior of Oregon and that section can be made one of the richest agricultural portions of the state.

"I am told there are 9,000,000 acres of tillable land in five counties as yet uncultivated. This is still vacant Government land. At a conservative estimate this area can be made to produce 64,500,000 bushels of wheat a year, which is twice the present grain crop of the Pacific Northwest state.

"While Central Oregon will always be a grain country, I advise more stock raising in that section of the state. On irrigated lands livestock raising in all its branches should be encouraged.

"The man who goes into this business need not fear, for the raising of livestock is a growing industry, and prices will continue to advance. I believe that pork, for example, can be raised in this state for 3½ cents a pound. I do not see why this Western country should not be able, in a short time, to ship butter and pork to the East instead of bringing it West, as at present.

"Dry farming, as carried on in Central Oregon, has so far been successful. Winter wheat yields 20 to 25 bushels and Winter rye from 15 to 20 bushels an acre.

"Winter seeding promises well there for oats, barley, emmer, vetch and milo maize. I find the great weakness in the system at present is that farmers are not impressed with the necessity of preparing the land a year ahead. Two systems may be followed.

"The first to cultivate the land and leave it fallow, plowing in the fall or winter and harrowing in the summer to keep it clear of weeds. The grain should be planted the latter part of August, varying a little according to the locality, but as a usual thing they do not sow their grain until later.

"Under the second system, instead of leaving the land fallow, fodder corn might be grown, although at present the farmers of the interior know but little about it. The land should be cultivated and the grain planted as soon as the corn is cut or the grain could be drilled in before the corn is harvested the latter being taken off when ready."

Prof. Shaw has been appointed one of the Oregon commission at the Minneapolis Land Show by C. C. Chapman, State Immigration Agent, and will speak of the agricultural possibilities of the state on Oregon day. During the past week he completed a trip from Ontario to Prineville.

Prof. Shaw attended the International Dry Farming Congress at Lethbridge, Alberta. He is a recognized authority on all agricultural subjects, particularly in the Northwest, which he has studied carefully in the interest of the Hill system of railroads.

That he is little short of an agricultural wizard may be learned from the fact that as a direct result of his work in Montana that state has undergone development in the past three years probably equalled nowhere in the country. Two years ago 250 cars of grain were shipped from Montana; last year this figure reached 3000 cars, while this year over 1000 carloads will be shipped in addition to 5,000,000 bushels of flax. Two years ago he could have filed on a homestead adjoining the railway grounds at Havre. Today, no homestead land in Montana can be found within 20 miles of a railroad.

The Hill interests and Prof. Shaw expect to do for Oregon what they have done already for Montana.

## ELECTRIC RAILWAY ACROSS THE CASCADES PROBABLE

Crook County May be Connected With Willamette Valley in Near Future by Oregon Electric Ry.

G. J. Edmondston, the engineer in charge of the hydro-electric power investigations for the Oregon Electric railroad, and who has been located in the mountains, on the head waters of the McKenzie river, passed through Madras last week on his way to Portland, where he expects to confer with the chief engineer, on the matter under investigation at Clear Lake, on the McKenzie wagon road.

Mr. Edmondston has left two men at their summer camp, he coming out by the way of The Sisters with pack horses, to look over the road for the freighting in of supplies next spring, which will undoubtedly be done from this side of the Cascade Range.

The men at the camp this winter will record observations of the weather, snow falls and other precipitation.

Mr. Edmondston only during the past year accepted a position with the Oregon Electric Company, having spent several years past as consulting engineer for many large hydro-electric plants in the United States, and some foreign countries as well. With this gentleman pursuing this kind of investigations for the Hill people who are owners of the Oregon Electric, it may be concluded that in the near future we may expect some more railroad development for Crook County, and be connected with the upper Willamette Valley with an electric line across the Cascade Range on the route of the old McKenzie wagon road.

## Electric Lights in Near Future

That the several towns along the railroad, including Madras, are to have electric lights and power in the very near future is an assured fact, and from the present indication power will be delivered to them within the next sixty days at the latest.

The Cove Power Company, now installing the system, are making every effort possible to complete the installation before the first of January, 1913. They made application to the City Council of the City of Madras at their meeting Tuesday night for a franchise, and agree that power and light shall be delivered before February 1st, 1913, commercially. The franchise asked for is merely an open one and several qualifications that the City Council deemed necessary were added by Mr. Kelly, the chief engineer of the construction work, who represented the power company, before the meeting of the City Council.

The cost of street lights will be approximately \$2.00 per month on the flat rate basis, with the company installing the distributing system for a 100 candle power street lamp, and the lighting for residences and business houses would be on a meter system with a minimum charge of probably \$1.15 per month. And for power the rate would be graduated according to the amount of power used.

With the power and light distributed over the town the appearance would be much improved and along with the good water system that we already have Madras will be one of the most favored towns in Central Oregon.

The matter of the franchise before the Council was continued until Friday evening, of this week, when final action will be taken, and probably contracts will be closed for lights and power to be used for the city pumping station for the coming year.

The cost of operating the pumping plant will be materially reduced and the efficiency of the plant maintained to a much higher degree than can possibly be with a gasoline engine.

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 PARCELS POST WILL BE ESTABLISHED AT MADRAS  
 Farmers Will be Especially Benefitted  
 New Method of Delivery to be Made by the Government  
 After January 1st, this coming year, the farmers and rural residents who are within the reach of the United States postal service will have the benefit of the Parcel Post, which will become effective at that time. It will give the farmers a chance to send their butter, eggs and other perishable goods to market, in small quantities, without spending the time to drive in with themselves, which will be cheaper than they could possibly do it themselves, as the amount is not very large.  
 Postmaster Davis has not received any instructions for the carrying on of this service as yet, and probably will not until some time during the coming month, the rules and regulations have not been completed. The following will illustrate how the effect will be on the handling of eggs within a fifty mile zone, for instance. There being two rural mail routes out of Madras, and a car route, many people in both sections will be in closer touch with the local merchants and consumers. There being one route to the west and southwest, one on the Agency Plains, and the other through an entirely different section of the county to the east.  
 The farmer may get even more for his eggs than he does now, and the consumer may not have to pay so much. In other words the parcels post may be the connecting agency by which the man who owns the hens and the people who eat the eggs may get together to their mutual advantage.  
 As we are told by the experts who have weighed about a dozen eggs, and the postage on a dozen eggs, let us say in a fifty mile zone, will be 5 cents, and 3 cents extra for every additional dozen up to eleven dozens. The postal charges on a dozen eggs, presuming they weigh 11 pounds, will be 15 cents, little better than 3 cents a dozen. "Strictly fresh" eggs are sold, delivered at the homes of residents by hucksters at others at 10 cents above the market price in the stores. The retailer's profit, the commission and the express charges must be figured in before we can get down to the price which the owner, fifty miles out of the city, gets for his product. By the parcels post there may be a direct and direct communication between that man and ultimate consumer. Will the parties interested take advantage of that short cut, and if so, to what extent?  
 The best answer to these questions is to be found in the experience of the people of other countries where the parcels post has been established. By that experience the answer is "yes" to the question and "to a considerable extent" to the other. It is only a matter of time and investment to the use of the new method of distribution which the government is about to afford; and we may reply upon it, that it will not only be dealing directly with neighbors in other forms that may be found in small quantities, but it will also be of this section is an opportunity to produce small produce at a small expense.