

The Madras Pioneer

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RAILROAD WILL EXTEND

Officials are Viewing Proposed Route.

GO THROUGH RICH COUNTRY

Exhaustive Report to be Made on Territory Inspected--Extension Will Be Commenced At Once.

Under the head-lines "To Build At Once" the Portland Journal announces the immediate extension of the Columbia Southern Railway from Shaniko into Crook County. We reprint the story in full:

Extension of the Columbia Southern railroad 100 miles, from Shaniko to Bend, will be commenced, it is said, within the next few months. Final decision awaits the completion of a thorough investigation being made by Harriman line officials with regard to conditions of the country through which the route passes.

It is reported that a positive conclusion will be reached within the next two weeks. The interval will be spent by General Manager J. P. O'Brien, W. W. Cotton, Chief Engineer Bosche and R. B. Miller, general freight agent of the Oregon Railroad & Navigation company, in making a trip over the surveyed route of the Columbia Southern between Shaniko, the present terminus of the road, and Bend a thriving interior town of 800 people on the Deschutes river in Crook county.

Mr. O'Brien, when asked to day declined to confirm the report. It is positively known however, that these officials are making an exhaustive report on the territory described, and that they will leave early next week to make a trip by wagon from Shaniko into Crook County.

While the officials will say nothing as to their trip or its object, the investigation will have but one result--the extension of the line--as conditions warrant a railroad through the great agricultural and livestock section lying between Shaniko and Bend.

As is generally known, the transportation committee of the chamber of commerce, composed of L. A. Lewis, chairman; Henry Hahn, T. D. Honeyman, S. M. Mears, Edward Newbegin and Arthur H. Devers, has had under consideration for some time the problem of obtaining for this state increased transportation facilities. While this committee has in direct charge the matters involved, the movement is participated in by nearly all the business men and many of the property-holders of this city. The committee has employed J. N. Teal as its legal advisor.

In April of this year the matter of building new lines was taken up with the general manager of the O. R. & N. company and Southern Pacific in Oregon, and since then there have been a number of consultations and interviews.

The particular matters taken up with the O. R. & N. company direct were the building of a road from some point in the Willamette valley through southeastern Oregon and adjacent territory, a road from Portland or vicinity to Tillamook, an extension of the road from Elgin to the Wallowa country, and the building of the Riparia outfall to Lewiston. At the same time there was taken up with Mr. Lytle, president of the Columbia Southern Railway company, the advisability of the immediate extension of that line from Shaniko to Bend.

As the committee was unable to get any definite assurance from Mr. Lytle, Mr. Teal was directed to take up the

matter direct with Mr. Harriman. Accordingly, on May 26, a telegram and letter were sent to Mr. Harriman respecting the situation, and under date of June 8 a letter was received from William D. Cornish, vice-president of the O. R. & N. Co., advising the committee that an examination of the territory would be made, and that as soon as the examination was completed and a conclusion reached, General Manager O'Brien would communicate further with the committee.

It is confidently believed that the inspection about to be made will corroborate reports heretofore had on this country. Figures and estimates collected by the committee show that the cost of building the extension will not be excessive, and they feel that in urging immediate construction of this line they are really doing a service to the railroad company. To Shaniko for the first 70 miles the road has been very profitable.

The necessity for this road was pointed out many years ago by W. H. Kennedy, for years chief engineer of the Union Pacific and O. R. & N., who stated that he had more than once recommended its building.

For some reason it is very difficult to get railroad managers to understand the physical conditions and characteristics of this state. In other states, under like conditions, there has been no hesitancy in building, and the committee hopes that the same policy respecting this state will be inaugurated.

The distance from Shaniko to Bend is about 100 miles, and from Biggs to Shaniko 70 miles. The total length of the Columbia Southern, if extended, would be 170 miles. The greater portion of the extension would be in Crook county. Crook county has immense natural resources, and needs only transportation facilities to become very thickly populated. Its area is 7,756 square miles, or about 4,983,840 acres. It now produces from 5,000,000 to 7,000,000 pounds of wool a year, has 2,400,000 acres of timber land outside of the reserve on which is estimated to be growing 10,577,000,000 feet of standing timber, and is now producing farm products of \$1,000,000 in value, and livestock of about \$1,750,000.

Governor Chamberlain has issued a proclamation naming June 4, 1906, as the time for holding the election on the referendum to the voters of the state of the \$1,000,000 appropriation bill for which a petition of 6,312 names has been filed with the secretary of state at Salem. The proclamation is in accordance with the law governing the referendum and is signed also by Secretary of State Dunbar. The petition held up the appropriations for the maintenance and improvement of the asylum for the insane, the penitentiary, the reform schools, the state university, the agricultural college, the normal schools and the current expenses of the state government. If the voters desire they may prevent payment of all items which were provided for in the bill, and pending the decision of the election, the state will issue evidences of indebtedness to provide for the carrying on of the government.

Crook County Journal: On the 15th of this month a rural free delivery, the first in Crook county, will be established at Madras. The route will be 20 miles in length and accommodate some 125 families south of Madras. The latter place, by reason of the establishment of the rural route, enjoys quite a distinction, for it is quite an unusual proceeding on the part of the post office department to order rural free delivery from interior points. This instance, however, is an exception to the general rule, brought about by the special effort made by Representative Williamson to have appreciable favor granted to his own county. While Madras views with no little satisfaction the establishment of the first rural route in the county, the latter likewise has reason to feel elated for, so far as known, Crook county is the only so situated in the state to be provided with this kind of government mail service.

A mammoth locomotive just completed for the Oregon Railroad & Navigation Company by the Baldwin Locomotive Works at Philadelphia, which is one of the seven largest ever built, is on exhibition at Manhattan Beach, having arrived yesterday as part of the attraction for the Master Mechanics' and Master Carbuilders' Convention to be held there this week. The locomotive weighs 229,000 pounds, the weight on the drivers being 141,000, as against 118,000 on the largest freight locomotives in use on Eastern trunk lines. Its high-pressure cylinders measure 17 by 28 inches, low pressure 28 by 28; the working steam pressure is 200 pounds. It has 23 20-foot boiler tubes, 2 1/2 inches in diameter; the boiler diameter is 70 inches; the firebox 108 by 60 inches. The tender capacity is ten tons of coal and 9000 gallons of water.

HORSES ARE SECOND BEST

Portland Journal.

Bliss, O. T., June 14.—An attempt was made between midnight and daylight Monday to hold up a treasure party carrying \$40,000 of receipts taken in at the show on the 101 ranch Sunday, by a party of desperadoes, who would have succeeded but that an auto in which the treasure was carried from Miller Bros' ranch to Ponca to be placed in a bank, outran the horses of the bandits.

After the show the cashiers counted up the receipts and a large throng watched the handling of the money. George Miller, one of the proprietors of the ranch, noticed several men whom he knew to be desperate characters and later learned that a plan had been laid to hold up the train on which it was intended to take the money to Ponca.

This changed the plan and it was decided to take the treasure in Dr. Thomas' automobile, Dr. Thomas, Chaffeur MacGowan, George Miller and W. C. Maurice went along as guards. When they reached Cowskin creek, four miles from here, half a dozen armed men rode from behind a clump of willows and made for the auto. Miller called to MacGowan to put on speed and commenced firing in the direction of the robbers. Thomas and Maurice joined him while MacGowan crowded the power on the big machine.

The robbers set up a yell, spurred their horses and began firing. But the ponies were no match for the auto, which outran them in less than a minute.

On Tuesday of last week L. A. Young, P. N. Vibbert and Wm. Brownhill went to Prineville to interview the County Judge and County Commissioners in regard to the completion of the North End Grade, and to find out why the work was held up, the settlers and petitioners having finished their donation work. They tell us that, after having made an investigation, they found that according to the court records no report had been made to the court of the progress of work on this grade, consequently the court had no official knowledge of this matter and had taken no action. These parties made report to the judge, but the commissioners being away the judge was unable to act. The judge promised to take this matter up soon as the commissioners returned, and within a week or two at farthest work should resume on this grade off the big plain.

The Boston Journal remarks that "the Lewis and Clark Fair hasn't a very romantic or attractive name." Ah, hasn't it? Now that is truly too bad. We should have named it the Emerson and Alcott Fair, or the Sam, John, Josiah and John Quincy Adams Fair, or T. Bailey Aldrich and T. Wentworth Higginson Fair. What Boston does not know and is not willing to learn about American history as it is made west of New England, would cause the Boston Public Library to bulge and collapse if collected into books and placed in the building. Boston is still writing and reading biographies of Henry David Thoreau, whose daring explorations in the Walden woods thrill the Black Bay district and cause the lights on Beacon Hill to blaze with romantic excitement.—Roburtus Love in Oregonian.

Our vegetarian friend had an amusing experience at the hotel at breakfast a few mornings since. His family was out of town and he went to the hotel and took a seat next to a stranger, and immediately proceeded to advertise his creed by telling the stranger that all meat was injurious, and that the human diet should be strictly vegetarian. "But I seldom eat meat," replied the stranger. You just ordered eggs, insisted the vegetarian, and an egg is practically meat, because it eventually becomes a bird. "The kind of eggs I eat never becomes birds, sir," answered the stranger quietly. "Good heavens," cried the vegetarian, "what kind of eggs do you eat?" "Principally soft boiled," said the stranger.

Orders have been issued from President Goode's office that all buildings at the exposition, except the Trail attractions, remain open every Sunday between the hours of 12 noon and 6 p. m. This new regulation will give the laboring element an opportunity to view the exposition in its entirety on the Sabbath. Originally the buildings were not to be opened on Sundays. On the exposition grounds the belief prevails that the buildings will be kept open at night hereafter although there is no official order to that effect.

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