

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, OCTOBER 12, 1905.

NO. 8

HEADED FOR MADRAS

Party of Railroad Surveyors have Arrived.

MADRAS BASE OF SUPPLIES

Representatives of the Oregon Eastern, Which is Adjunct of the Harriman Lines.

A party of railroad engineers arrived at Shaniko last Thursday evening over the Columbia Southern railroad, and proceeding to outfit themselves for an inland trip, gave out the information that they were headed for the Agency Plains country, where they will make their headquarters for some time to come. The party, including axemen, will number about 20, and their arrival has given rise to much railroad talk and speculation as to what is really in store for Central Oregon in the way of railroad building.

The party is in charge of a Mr. Graham, who, when interviewed at Shaniko by a Pioneer representative, gave out the information that he expected to reach Madras with his party by this morning, and that as soon as possible he would establish his camp at Madras, which would be his headquarters for some time to come. He stated that he was in the employ of the Oregon Eastern. All of the baggage for the party and the freight which was sent in came addressed in care of the "Oregon Eastern."

The Oregon Eastern Railway Company is the company which was organized in August, the incorporators of the company, Colonel William Crooks, James Wilson and Henry Connor, all being connected with the Harriman lines in Portland. At the time this company was organized it was given out that a new line was projected, to cross the state from east to west, connecting Natron on the Southern Pacific with Ontario on the Oregon Short Line, and the tributary territory to be tapped by branch lines to Agency Plains, Lakeview and Klamath Falls. It was known at that time, from the personnel of the incorporators, that the Oregon Eastern was a Harriman company, and that gave color to the rumor that the Columbia Southern extension had been abandoned.

That is the situation at this time. There are many rumors of railroad building into Central Oregon, many of them contradictory. No one seems willing to even hazard a guess as to when or whence it will come. But anything that has a semblance of activity in that direction looks mighty good to the people of this section, and Mr. Graham and his corps of engineers may rest assured that they will have "the freedom of the town." They are pitching camp today.

While at Shaniko the engineering party bought eleven horses, several wagons, and a quantity of supplies, and these, with the complete camping outfit shipped in, gave it an appearance of permanency.

PUBLIC LANDS REVERT TO THE GOVERNMENT

As a result of the land-fraud trials in this state, the tracts of public land available for entrymen will be increased, as the properties involved are recov-

ered from the illegal holders and the land is returned to the government. It will then be thrown open for entry again, and may be filed upon by bona fide claimants.

The method by which the government gains control of the land is simple. Civil suits are brought against the men who hold the lands illegally, and a short litigation is necessary to cancel the patents issued, reclaim title and declare forfeited the money paid by the entrymen.

In the case just closed, wherein Williamson, Gesner and Biggs were declared guilty of conspiracy to suborn perjury to acquire a part of the lands of Crook county, no land will be returned to the government, as title never passed from Uncle Sam to the dummy entrymen. The money paid by the entrymen to the government for the various claims involved was returned to them by the officials of The Dalles Land Office, although it might have been declared forfeited by the land office after the claims were found to be fraudulent. The checks were sent back, however, pending the investigation into the good intentions of the entrymen, and this resulted in the return of the land involved to the public domain.

CROOK COUNTY'S EXHIBIT

Cort Allen Couldn't Find It At the Exposition.

C. B. Allen and family, of The Meadows, returned this week from the Portland exposition and through the Willamette valley. Mr. Allen was a close observer of the exposition and was much disappointed to find that Crook county was so poorly represented there.

"What became of that \$5000 we were told the county court had appropriated to make a proper showing at this fair?" asked Mr. Allen. "We could have held our own with any of 'em and it would have been of the greatest advantage to us at this time, when all eyes are turned on Central Oregon. I asked for the Crook county exhibit, and what do you suppose they told me?"

"You've come to the wrong place to find that," they said. "The Crook county exhibit is down in the federal court room."

"It was pretty galling, but I had to stand it. I find the people over the mountains do not look upon these land fraud prosecutions as so many do in this county. All the way from Lincoln county to Portland and up the east side to the top of the mountains the opinion prevails that Crook county is a pretty lawless community and must have severe treatment. There is no idea of persecution over there, their idea is only for justice."

"Business is very dull everywhere but in Portland. The fair is a credit to the state. Everybody looks for beneficial results to the rest of the state after the fair closes."

C. M. Keep, a banker from Portland, was in Madras several days during the latter part of the week, looking over this field with a view to investing. Although Mr. Keep did not have an opportunity to see a great deal of the territory surrounding and tributary to this place, he was greatly pleased with what he did see, and expressed the opinion that Madras had in it "the making of a good town." He was very favorably impressed and no doubt will make some investments here.

HILL AS A FACTOR IN DEVELOPMENT

Oregonian.

The construction of a line down the north bank of the Columbia river is a most important undertaking, fraught with great results for the builders and the people, for there are so many interests that are mutual between the people and the railroads that the prosperity of one is always largely dependent on that of the other. It is not alone, however, in this extension or diversion of the main line of the Northern Pacific, that Portland discerns an occasion for rejoicing. Instead, it is because of the entrance in Portland territory of a railroad man who is famed the world over for his policy of anticipating the future by building roads into new territory without waiting for the limit of development to be reached before commencing construction. There was no wheat grown in much of the territory traversed by the Great Northern before that road was built. The reason was no secret, for there were no facilities for hauling it out of the country.

Mr. Hill, however, pushed his road across the prairies, and as it advanced, the settlers whom he hauled in one year, began sending out wheat a year or two later. They are still sending out the wheat, and Mr. Hill is keeping them provided with proper facilities. His great road runs through a country where Nature has been less kind than she was in the Columbia River Basin, and the main line could not tap all of the traffic that could be handled even with a single track. To keep the rails bright along the main line, Mr. Hill threw out feeders. Not sparingly and at long distances apart, but every few miles, wherever, in fact, it was possible to develop any new traffic. Between Crookston, Minn., and Granville, N. D., a distance of 207 miles, the Great Northern has 10 feeders running north and three or four running south. These branch lines which lead out to the north vary in length from 25 to 35 miles, and the ten of them have an aggregate mileage of 630 miles, or more than three times the mileage of the main line which they feed.

This is the kind of a railroad policy of which Portland stands in sore need. There are vast regions of great natural richness in this state, which are undeveloped by the people because they are without transportation facilities, and all previous efforts for relief from the railroad companies have been met with the answer that a railroad was not needed, because the settlers were too few in number. In other words, the railroad would not go in, because there were no settlers, and the settlers could not go in, because there are no railroads. The coming of Mr. Hill foreshadows a change in this policy of restriction, and if the Great Northern magnate will give Portland and Portland territory the same facilities that he has given other points and other territory less favored by Nature, the entire Columbia Basin will very shortly be booming along on a high wave of prosperity such as it has never before known.

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Buy a new Jacket. All going at Half Price
Every man needs a new Fall Hat. Come in and see Ours
We can fit you out in any kind of a Suit, from a Sunday Suit to a Mackinaw.

BUY A NEW PAIR OF SHOES

Before the wet weather

And Don't Forget We Sell a Nice, Clean Line of Groceries

LENA M. LAMB, Prop.

MADRAS, OREGON

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The entire stock of goods of
T. J. MALLOY & COMPANY
is offered by the undersigned at prices far below their worth for cash.

All persons indebted to said firm are requested to make settlement to me.

J. M. FOSTER
FOR THE Merchant's Protective Association

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WE HAVE A GOOD SUPPLY OF STOCK and DAIRY SALT ON HAND

TEA AND COFFEE

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QUALITY - UNSURPASSED

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SAWMILL
COMPTON & M'WEEKIN, Props.
New sawmill is in operation
supplied with all kinds of rough
LUMBER
Lumber on hand as soon as
reasoned for planing.
OREGON
COLUMBIA SOUTHERN
RAILWAY CO.
TIME TABLE NO. 10.
Effective July 3, 1904.
South Bound No. 2
North Bound No. 1
DAILY TRAINS
STATIONS
Biggs 11:50 a.m. Arrive
Gibsons 11:55 a.m. " "
Shanks 11:58 a.m. " "
Waco 12:00 p.m. " "
Klondyke 12:05 p.m. " "
Summit 12:10 p.m. " "
Hay Cider 12:15 p.m. " "
McDonalds 12:20 p.m. " "
DeMoss 12:25 p.m. " "
Moro 12:30 p.m. " "
Erskineville 12:35 p.m. " "
Gras Valley 12:40 p.m. " "
Bourbon 12:45 p.m. " "
Kent 12:50 p.m. " "
Wilcox 12:55 p.m. " "
Shaniko 1:00 p.m. Leave