

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, NOV. 9, 1905.

NO. 12

MORE RAILROAD SIGNS

Harriman Interests Buy Irrigated Lands.

27,000 ACRES FROM C. S. I.

Taken as Sure Sign that Railroad will Be Built at Once—Surveyors Doing Careful Work.

A newly organized company, of which H. F. Connor, J. E. Wilson and W. R. Litzberg, all identified with the Harriman railway interests, are the incorporators, have just taken over the holdings of the Columbia Southern Irrigation Company. This company took up 27,000 acres of land on the west side of the Deschutes, under the Carey Act. The reclamation work has been completed and a large portion of the land is already sold. The purchase of this tract by men connected with the Harriman system is construed as a sure sign that the Harriman interests will build at once into Central Oregon, although it does not throw any light upon the direction from which the railroad will come.

The present corps of engineers who are operating in this immediate section of country are unquestionably a Harriman party. They picked up the old Columbia Southern survey at this point, and are proceeding southward, apparently doing very careful location work. The new survey in this vicinity follows the old survey very closely, although in some places it leaves it for several hundred yards or more, evidently in search of a better grade. Where the survey crosses the townsite, it follows around the base of the hills just west of town, instead of crossing east of the flouring mill where the old survey runs. The fact that the old survey was taken up at this point for correction, instead of beginning back nearer the present terminus of the Columbia Southern, where the heavy work is, is construed by some to mean that the road will not be extended from Shaniko. But, whether it means that there will be an east and west road into Central Oregon, with a branch running north into this section, or whether it means that a Harriman line will come up the Deschutes, on up Willow Creek canyon to this place, and then on south, no one is able to venture more than a guess, so little information has leaked out from headquarters.

TRANSCONTINENTAL AUTO AT MADRAS

Going from New York to Portland and Back Again in an Auto.

Showing the effects of the exposure, in their tanned skins, but otherwise as spick and span as though they were out for a morning's drive, Percy Megargel and J. Fassett pulled into Madras Saturday afternoon on their long automobile drive from New York to Portland and return. After reaching Prineville they found that the Santiam route across the mountains would be impassable on account of the deep snows, so they concluded to try the Barlow route. They came by here to get gasoline, and after loading up on fuel, left for Portland, going by way of Warm Springs Agency and on to the Barlow route. If this route should be found

impassable, they will go to The Dalles and take the boat down the river, though they much preferred driving the car all the way through.

They left New York on August 19 and owing to several mishaps have been somewhat delayed, though they are still making fairly good time on their transcontinental trip. In Idaho they were delayed 10 days on account of a broken crank. They will not tarry long in Portland but will proceed at once on their long tour, of which 7000 miles yet remain to be covered. From Portland they will go south through California, as far as Los Angeles, then east through Arizona and on to New York. They are driving a Reo Mountaineer touring car, made by the original founder of the Oldsmobile Company. It is similar in appearance to the Olds car owned by the Central Oregon Transportation Company. In addition to their personal luggage, Mr. Megargel and his companion carry quite a lot of articles which might become very necessary in case they became stuck on some of the bad roads over which they must pass. Among other articles which they carry for such emergencies is a small windlass and 125 feet of wire, for pulling the machine out of holes in case it should get stuck. However, they expressed themselves as very much pleased with those portions of the Crook county roads over which they had passed, and especially the road between this place and Prineville, which they characterized as ideal for auto travel.

FALLS HEIR TO \$20,000

Crook County Journal

After a lapse of 24 years, during which time neither heard nor knew of the whereabouts of the other, A. R. Eastwood, who has been engaged in the lumber business in this county for several years, received word last week from a twin brother in Porter, West Virginia, stating that his father had died and that Mr. Eastwood's share of the estate would amount to \$20,000.

The letter containing this information had been directed by mistake to another man named Eastwood living in The Dalles, the brother in Virginia having instituted a search for his long-lost brother in Crook county, with the result that he found whom he thought to be his brother in the above named city. The latter knew of A. R. Eastwood and immediately forwarded the letter to this city where it found its rightful owner. An answer was written at once and a correspondence begun after a silence of two dozen years.

Mr. Eastwood, in speaking of the circumstance, said that he ran away from his home when only 11 years of age, and the family having moved several times since then he had lost trace of them. The letter he received a few days ago was the first intelligence he had of his relatives for nearly a quarter of a century.

The money which has come into his possession he intends to give to his daughter when she becomes older and until such time it will remain at interest. Mr. Eastwood will go East to look after the final settlement of the estate, but it will not be before the last of next year.

INCORPORATION POSTPONED

Petition of Citizens of Madras Laid on Table for Two Months.

The petition of 49 citizens of Madras, asking that the territory described therein be incorporated, was "taken under advisement" by the county court at its session last week, and will not be acted upon until the next term of the court, which meets in January, 1906. This action was taken by the court because certain persons, to whose interest it doubtless is to have incorporation defeated, represented to the court that a number of the signers upon the petition were not residents of the territory described in the petition. The court chose to accept this ex parte testimony on the subject, rather than to take the statements of the signers of the petition, who represented in the petition that they are residents. With very few exceptions the signers of the petition are bona fide residents of the territory seeking to be incorporated, and these few exceptions were told that if they so desired a statement would be sent to the court, setting forth the fact that their signatures were attached to the petition under a misunderstanding and asking that they be stricken therefrom. It was impossible to alter the petition or list of signers after the three weeks publication was begun here. However, three or four names signed to the petition in this manner should not in any way have affected the validity of the petition, as there were 49 names signed to the petition and the law only requires that there be 40 signers.

It is, of course, unfortunate for the citizens of the town that incorporation is delayed. There are many improvements which the community needs, and no movement to secure them can be set on foot until the incorporation is secured and a source of revenue assured. The county court will take the matter up at its next meeting in January, 1906, and at that time, when full proof of each man's citizenship will be had by them, there is no doubt that the petition will be granted.

SHEEP BEING DESTROYED

Coyotes are Menace to an Important Industry.

Since the repeal of the scalp bounty law, coyotes in Eastern Oregon have become so numerous as to be one of the most serious matters with which the sheepmen have to deal. In fact, so serious has become the situation with reference to the depredations of these predatory varmints, that the prosperity of one of the most important industries of Eastern Oregon is menaced.

Last week a band of sheep belonging to Charles Lister, a Crook county stockman, were crossing the desert where the Silver Lake road crosses the Central Oregon ditch of the D. I. & P. Co., when they were broken into by a band of coyotes, and next day when the band was rounded up and the sheep counted, over 600 head were missing from the band of 2400 head. The missing sheep were doubtless run out onto the desert, where they will be destroyed at will by the coyotes. Only about a dozen carcasses were

(Concluded on page 5)

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