

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, NOV. 16, 1905.

NO. 13

HARRIMAN TO TAP CENTRAL OREGON

\$4,160,000 has Been Set
Aside for Projected
Railroad.

GREAT EMPIRE IS WAITING

Extension of Harriman System Across
the State is Certain in View of
the Competition of the
Hill Roads.

The northwest division of the Harriman railway system has set aside \$4,160,000 for the construction of a "projected line" in 1905 and 1906 and has announced the fact, but will not make public the identity of the line under consideration, its location or its extent, says the Oregonian of Nov. 10.

General Manager J. P. O'Brien when asked as to whether this appropriation had to do with the construction of the long-dreamed-of road through the central part of the state, gave a knowing smile, but no words. "I have been asked that question a great many times today," he said, "and I will have to answer you as I did those others who wished to know, that I have nothing to say one way or the other."

"That information was expected," Mr. O'Brien was told. "But will you tell whether it is the Tillamook road, the Coos bay line or some other?"

"I have heard that the company was interested in the Tillamook road," was the reply, "and I want to say that the O. R. & N. or the Southern Pacific has no interest in that road. We have no connection with Mr. Lytle and the line into that country is not our project. The Coos bay road is already provided for and the appropriation of \$4,160,000 does not apply to it."

"Then the extension of the Southern Pacific line from Natron and across the state is the only line which will, or would, require that amount of money to construct?" But Mr. O'Brien smiled once more and kept his counsel.

LINE ACROSS CENTRAL OREGON

Railroad talk, and many indications, and a ripened course of events, to say nothing of prospective competition, all point to the one conclusion that the Harriman system is at last to send its trains across the central plains of Oregon, that before another year has passed. The line was recommended for construction when General Manager Mohler was at the head. Since that time it has been held in abeyance. The surveys have been made, the cost has been estimated, and of late surveyors in the employ of the Southern Pacific have again been over the territory.

Encroaching railroad competition, of which the public has some knowledge and of which Mr. Harriman doubtless much more, is forcing the hand of the Southern Pacific and O. R. & N. interests and compelling them to occupy the rich field of interior Oregon, or leave it to those who are coming. It is not in the nature of Mr. Hill and the Northern Pacific to come so close to an undeveloped country, as will be the case when the north bank route is completed, and then pass it by.

The Chicago & Northwestern line is seeking a route to the Coast through the medium of the old Central Oregon overland trail, and the restless building of this company under the guise of the Wyoming & Northwestern and the Idaho & Northwestern has revived the story and given it added force. From the south a hostile line is reaching up to the Klamath country from Nevada and California until Central Oregon is practically the converging point of many systems.

FACES SERIOUS COMPETITION
The Northern Pacific is coming to Portland directly and certainly and by so doing will have an easy and a shorter line from the Coast to Chicago. The Harriman lines are brought face to face with this serious competition and something has to be done. The road now used along the Columbia and over the Blue mountains is all up grade and tortuous, and in comparison to many other routes slow. Something has to be done, and is now about to be done.

From Portland to Natron on the present Springfield branch of the Southern Pacific is an easy grade, laid practically in a straight line. The lift across the Cascades by the use of modern engineering is no harder or greater or longer than that across the Blue mountains, now in use. The line across the central part of the state is one long reach of easy grade and easy construction through a fabulously rich and practically virgin country. Joined at Ontario with the O. R. & N. and Oregon Short line the new road would make a short and direct route to the East. These are the grounds for the belief that the Harriman system will construct the Central Oregon road.

Mr. Harriman never makes appropriations and announces them unless he is about ready to begin to use them, by which it may be inferred that construction on the new projected line will not long be delayed. November 1, 1906, is the date set for the first Northern Pacific locomotive to come into Portland over the north bank line down the Columbia. From that date the competition in passenger and freight business between Mr. Harriman and Mr. Hill will wax warm. The sum of \$4,160,000 has been set apart for a projected line to be constructed in 1905 and 1906, and the Central Oregon will equalize the advantage gained by the Northern Pacific in coming to Portland on its own tracks.

WILL OPEN GREAT EMPIRE

A great empire will be opened by the construction of the Central Oregon road as it is intended to go. From Natron the line will climb the banks of the Middle Fork and will follow in a general way the old wagon road through and across the Cascades to the vicinity of Crescent lake. From there the way is easy across Lake, Harney and Malheur counties to Harney and Malheur lakes, thence up the Malheur river to Ontario and a junction with the O. R. & N.

All of this country is wonderfully rich in prospect and in present fact, and is easy of access once the mountains are crossed. Douglas county, with its mines; Lake, Harney and Malheur counties with their stock and their millions of acres

(Continued on page 5)

DRAKE WANTS DAMAGES

A. M. Drake, former president of the Pilot Butte Development Company whose irrigation interests in the Bend country were purchased by the Deschutes Irrigation & Power Company, has filed suit against the latter company, in which it is alleged that the company has trespassed upon the Drake property to the extent of \$1000 damages, and the plaintiff prays the court for a permanent injunction restraining the irrigation company from proceeding with its work until such time as the court has passed upon the merits of the case.

The suit originates in the fact that the company is operating outside of the line of right of way that is designated in the deed given to the irrigation company by A. M. Drake in March 1904, when the latter sold his right, title and interests in the Deschutes irrigation project to the company mentioned. At that time it was stipulated that the company should have right of way, 100 feet wide, over the north east quarter of section 13 in township 18 south of range 11 east, the tract now involved, but the right of way should be included in an area of 50 feet on either side of the central survey line. The company in order to hold its grade and make better supports for its flume has found it necessary to move a few feet outside of the prescribed area, hence the suit, which will be tried at the next term of the circuit court in May.

TRAINS RUNNING ON SUMPTER VALLEY ROAD

Tuesday of last week the first train was run over the Sumpter Valley Railroad from Sumpter to the terminus at Austin. The road opens up a rich region, and the development of the country is given a greater impetus from the advent of the road. Rich farming and timber land are tributary to the road.

It is said the present traffic of the road can hardly make it a paying investment, and it is conjectured that the road will eventually be extended to Burns in Harney county and draw its sustenance from the rich farming and stock country in that vicinity.

The road is narrow gauge, but has been built to accommodate a broad track, and has cost more than \$12,000 a mile. Grades are so steep in places that wonder is expressed that trains can be run over them.

Contractor Archie Mason of this place did the grading on the Sumpter Valley road, and it is spoken of as a magnificent piece of work.

Dalles Chronicle: Yesterday W. P. Nelson, the contractor who became so well known to Dalles people while working on the Great Southern, arrived from Portland with twelve men to take up field work on the extension of that road from Dufur to Tygh. Engineers are now engaged in setting grades, stakes a distance of twenty-two miles. Yesterday a conference was held at Tygh, at which interested landowners of that district met officials of the company and just as soon as satisfactory arrangements are completed for right of way and other details it is understood that the road will be started.

We will Buy your Wheat

OUR NEW FALL GOODS ARE HERE

Ladies' and Children's Hats, Caps and Bonnets
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

ASSIGNEE'S SALE

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

Madras Roller Mills

Use Madras Flour - Patronize Home Industry

PRICE:

5-bbl. Lots, \$4.40 per bbl.
Single bbl., 4.50 per bbl.
Single Sack, 1.15

Mill feed and chopped feed always on hand

Market price paid for wheat

All Products of Mill Sold at Store Only

FULL STOCK GROCERIES also BOOTS & SHOES

New Goods Arriving Daily

CALL AND SEE US, OUR PRICES ARE RIGHT

MADRAS MILLING & MERCANTILE CO.

Madras, Oregon

Special Sale

FOR SIXTY DAYS ONLY

BOOTS, SHOES, CLOTHING,

Of all kinds. We also carry a full and complete line of Groceries and Hardware. Agents for Mitchell Wagons, Hacks, Buggies, Carts, Plows, Harness, Drills and all kinds of farming implements and tools.

JOHNSON, BOOTH & CO.

Main St., Prineville, Ore.

PROFESSIONAL CARDS.
Z. PEASE
THE MADRAS JEWELER
WATCH, CLOCK & JEWELRY REPAIRING
Lena M. Lamb's Cash Store
OREGON
DENTIST
DENTAL WORK AT REASONABLE PRICES.
PRINEVILLE, OREGON
NOTARY PUBLIC
NOTARY PUBLIC
OFFICE AT FARMERS' MARKET
OREGON
NOTARY PUBLIC AND
U. S. COMMISSIONER
OREGON
NOTARY PUBLIC
OFFICE AT THE PEACE
CULVER PRECINCT
OREGON
PHYSICIAN AND SURGEON
OFFICE IN DRUG STORE
OREGON
PHYSICIAN & SURGEON
OFFICE OVER MADRAS MEAT MARKET
OFFICE HOURS 9 A. M. TO 5 P. M.
OREGON
GRIZZLY POST OFFICE STORE
HOW TO FIND THE BARGAINS?
Go to Grizzly Post Office
and you will find a full line of
groceries, all kinds of
meats, Canned Goods, Cakes, and good assort-
ment of New Furnishings. Also all
kinds of Patent Drugs.
Hose, was 30c, now 25c.
and see our goods, and let us
show you. PRICES ARE RIGHT.
GRIZZLY OREGON
T. M. BALDWIN, Cashier.
H. BALDWIN, Asst. Cashier.
No. 2851.
First National Bank
PRINEVILLE, OREGON
ESTABLISHED 1898
Capital and Undivided Profits
\$80,000.00
CREEK
S. W. MILL
M. MEEKIN, Props.
LUMBER
Lumber on hand as soon as
seasoned for planing.
GRIZZLY OREGON
HARNESS SHOP
S. LARKIN, Prop.
Madras, Oregon
LINE OF HARDWARE AND SADDLERY FIXTURES.
Best quality of Repairing