

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, DEC. 14, 1905.

NO. 17

OREGON EASTERN PLANS MATURING

Appropriation Made to
Build Across the
Cascades.

FROM NATRON TO ONTARIO

Feeders for Main Line to be Extended
Both North and South--Work
May Begin in Spring.

Oregonian.
Central Oregon is to be opened to the world through the efforts of E. H. Harriman, master of the Union Pacific, the Oregon Short Line, the O. R. & N. and the Southern Pacific. The time has come when this vast intermountain region can no longer be overlooked, when it is time to tap the millions of acres of productive area, and work to this end is about to commence.

Announcement comes from Chicago that one line which has been authorized by Mr. Harriman is the construction of a road 150 miles long extending through the Cascade mountains from Natron to some place in the vicinity of Walker's basin. No statement is made of other construction except that of the Drain-Coos bay line, which has been officially announced from the northwest end of the system, but it is readily seen that the Natron extension is the forerunner of vast development in Central Oregon.

Beginning with early spring the Harriman system will expend close to \$4,160,000 in the construction of the Natron extension, under the name of the Oregon Eastern Railway Company. This sum has been set aside by the Harriman directors for the construction of a line, though no statement will be made in Portland as to which line will be built with the money. It will be a costly undertaking to build across the Cascade mountains for 150 miles or more, and by considering the distance to be built, the character of the work and the amount of the money set aside, it will be easily seen that it is the Oregon Eastern that is in the mind of Mr. Harriman.

If all of the \$4,160,000 set aside were to be used in constructing 150 miles of track through the rugged passes of the Cascades and to the eastern slope of the mountains, the average cost per mile would be approximately \$27,735. This would not be excessive and points very plainly to the fact that it is the Natron line that is to be constructed with the sum set aside and officially announced.

There are many reasons which demand that the Natron line be constructed and finished as soon as possible. The construction of the Northern Pacific north bank road is forcing the Harriman lines to seek a more direct and economic line to the East than can be found by the road along the Columbia and over the Blue mountains. The construction of the Central Oregon line across the state to Ontario will solve this difficulty.

The Klamath Falls country will become tributary to California by the construction of a road up from the south if steps are not taken to build a line leading into Portland, and the building of the Natron line and

its extension into the Klamath Falls district will settle that problem. Central Oregon must be opened and developed to support the main line across the state, and the construction of the feeders planned will do this. These things are the objects being sought by the Harriman system.

While Southern Pacific officials deny it, yet there is abundant reason to believe that the Natron line, when constructed, will be extended to a junction with the present main line of the Southern Pacific at or near Weed, Cal., and that this new line will be in reality from that moment be the main line between Portland and San Francisco. The heavy Siskiyou grades must be abolished if it is possible, and the pass through the Cascades and the route around the eastern base of the rugged mountain group will solve the problem while at the same time it will lead the new road through a far richer and more productive tariff country than feeds the present line, which is principally rich in scenery, tortuous curves and long tunnels.

Central Oregon will be gridironed with railroads in five years, according to the belief of all railroad men and official announcements made. The Natron extension will be the forerunner of other lines to come. Once across the divide of the Cascades, the Harriman line will have the entire central part of the state in its grasp. A southern extension will join Klamath Falls and that district with Portland. An east and west line will reach across the state to Ontario and a junction with the main line of the O. R. & N., while from this artery will branch veins of steel to the north which will tap all of the valleys and plateaus south of the Columbia that are now waiting for the extension of the Heppner branch, the Columbia Southern, the Great Southern and the Condon branch of the O. R. & N.

The first step in all this progress will be taken when spring has opened the mountain passes and the construction of the Natron line is begun. The other schemes as soon as the eastern terminal of this new line has crossed the divide of the Cascades and has by that crossing laid open the entire Central Oregon country to the construction of the other lines. It will not be long before the officials of the Harriman system in Oregon will be able to announce those things which are talked of around the headquarters at the East.

Reports received from the country in which engineers are now engaged in field work are that the crew is now working southward from the vicinity of Walker's basin, along the eastern plateau of the Cascades. A month ago the engineers were engaged in finding the best route up the Middle Fork of the Willamette, which is an almost direct southeasterly course from Natron, and in the interim have crossed over the divide south of Crescent lake. Immediately after crossing the divide the preliminary work was continued northward toward Bend. However, it is recently stated on seemingly authentic information from Bend that work has been brought to that place that

SENATOR JOHN H. MITCHELL IS DEAD

Passed Away on Last Friday Morning.

LOSS OF BLOOD THE CAUSE

Succumbs to Diabetic Coma--None of His Immediate Family Present --Funeral Took Place on Last Tuesday.

Senator John H. Mitchell died at 11:30 last Friday morning, at Good Samaritan hospital in Portland after an illness caused by loss of blood after the extraction of some teeth on the day previous.

At 10 o'clock last Thursday night he became unconscious and from that time until the hours of his death he was kept alive by saline injections.

About midnight he began breathing heavily as his lungs filled with blood, and in the morning a dark discoloration of his limbs from a diabetic trouble was visible. The dying man seemed to suffer no pain and no tremor was perceptible save from frequent vomiting spells. A placid calm of oblivion was on his countenance, and so the aged senator passed to a sweet rest from turmoil and trouble.

At the time of his death Judge W. O. Chapman, of Tacoma, his son-in-law; Miss Lottie Price, Mrs. May Barth, nieces of the dead Senator, and John H. Price, his nephew, all of Portland, were in the chamber. Others present were Postmaster John Misto, Collector of Revenue D. M. Danne, his law partner Allen R. Joy, and Senator Brownell. All were visibly affected by the death of one whom they admired as much in adversity as they did in times of sunny fortune.

None of Senator Mitchell's family are in Portland. Senator Mitchell has two sons living, John H. Mitchell, Jr., and Hiram E. Mitchell, a lieutenant in the regular army, stationed in New York. Mrs. John H. Mitchell lives in Paris with her daughter, the Duchess de Rochefoucauld. Another daughter lives at Canton, Ohio. Judge W. O. Chapman, of Tacoma, is the Senator's son-in-law, his wife having died last May of appendicitis. A grandson, John Mitchell, resides in The Dalles.

Last Thursday morning Senator Mitchell went to the dental office of Wise Bros. to have four teeth extracted, which had been troubling him for some time. The first was pulled at 9 o'clock and as the Senator was feeling weak he was given time to rest between each operation. No anaesthetics were administered by Dr. W. A. Wise, who was attending, as he considered that Senator Mitchell was not in condition to stand them. The first three teeth gave little trouble and did not cause a greater loss of blood than is usually the case. When the last one was extracted, however, a hemorrhage followed which could not be stopped by the usual remedies. Dr. Wise stated that the flow of blood was more persistent than in any previous case he had ever experienced.

Dr. Wise worked upon the case for an hour and then seeing that the flow of blood was unabated and that his patient was becoming weak, called to his assistance Dr. Emil Pohl, who has offices on the same floor of the failing building. Together they attended Senator Mitchell in the office of Dr. Wise for nearly three hours. Every styptic at their disposal was applied, but the bleeding continued and it was decided to remove the Senator to the Good Samaritan Hospital.

At the hospital the efforts to stop the loss of blood, through which his life was slowly ebbing away, were continued. Besides Dr. Pohl, he was attended by Dr. James C. O. Riley, Dr. A. J. Geisey and Dr. George F. Wilson. Trained nurses were constantly beside him and everything possible was done to relieve his condition. Antiseptics and many other styptics were applied, but the hemorrhages continued forming during the afternoon and through the night. The flow of blood was not continuous, but came at intervals and at every additional loss his condition grew more critical.

Senator Mitchell did not seem to appreciate when conscious that he was approaching dissolution, and made no statement of parting or farewell to his life associates.

The funeral of Senator Mitchell was held at the Congregational Church in Portland, and his remains were interred Tuesday in the family vault at Riverview cemetery.

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the closing names of all entries, vacant
land, rivers and creeks, 50 cents each.

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THE DALLES, OREGON.

COLUMBIA SOUTHERN RAILWAY CO.
TIME TABLE NO. 10.
Effective July 3, 1904.

Station	North Bound No. 1	South Bound No. 2
Prineville	7:00 a.m.	7:00 a.m.
Madras	7:15 a.m.	7:15 a.m.
Shaniko	7:30 a.m.	7:30 a.m.
Condon	7:45 a.m.	7:45 a.m.
Walker	8:00 a.m.	8:00 a.m.
Blue Mountain	8:15 a.m.	8:15 a.m.
Blue Mountain	8:30 a.m.	8:30 a.m.
Blue Mountain	8:45 a.m.	8:45 a.m.
Blue Mountain	9:00 a.m.	9:00 a.m.
Blue Mountain	9:15 a.m.	9:15 a.m.
Blue Mountain	9:30 a.m.	9:30 a.m.
Blue Mountain	9:45 a.m.	9:45 a.m.
Blue Mountain	10:00 a.m.	10:00 a.m.
Blue Mountain	10:15 a.m.	10:15 a.m.
Blue Mountain	10:30 a.m.	10:30 a.m.
Blue Mountain	10:45 a.m.	10:45 a.m.
Blue Mountain	11:00 a.m.	11:00 a.m.
Blue Mountain	11:15 a.m.	11:15 a.m.
Blue Mountain	11:30 a.m.	11:30 a.m.
Blue Mountain	11:45 a.m.	11:45 a.m.
Blue Mountain	12:00 p.m.	12:00 p.m.
Blue Mountain	12:15 p.m.	12:15 p.m.
Blue Mountain	12:30 p.m.	12:30 p.m.
Blue Mountain	12:45 p.m.	12:45 p.m.
Blue Mountain	1:00 p.m.	1:00 p.m.
Blue Mountain	1:15 p.m.	1:15 p.m.
Blue Mountain	1:30 p.m.	1:30 p.m.
Blue Mountain	1:45 p.m.	1:45 p.m.
Blue Mountain	2:00 p.m.	2:00 p.m.
Blue Mountain	2:15 p.m.	2:15 p.m.
Blue Mountain	2:30 p.m.	2:30 p.m.
Blue Mountain	2:45 p.m.	2:45 p.m.
Blue Mountain	3:00 p.m.	3:00 p.m.
Blue Mountain	3:15 p.m.	3:15 p.m.
Blue Mountain	3:30 p.m.	3:30 p.m.
Blue Mountain	3:45 p.m.	3:45 p.m.
Blue Mountain	4:00 p.m.	4:00 p.m.
Blue Mountain	4:15 p.m.	4:15 p.m.
Blue Mountain	4:30 p.m.	4:30 p.m.
Blue Mountain	4:45 p.m.	4:45 p.m.
Blue Mountain	5:00 p.m.	5:00 p.m.