

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, DECEMBER 6, 1906.

NO. 16

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EMPIRE IS BOTTLED UP

SAY THAT IT IS A HARRIMAN SCHEME

Strong Move on Foot To Remove Government Obstacle From Deschutes Railroad Right of Way.

With the end in view of frustrating any preconceived plans to bottle up the wealth and development of Central Oregon, a territory larger in area than the state of Massachusetts, and in order to hasten, if possible, the settlement of that sparsely settled region, business men of Portland, acting in conjunction with the Portland chamber of commerce, will forward soon to the secretary of the interior, a petition, signed by scores of interested persons, asking that the right of way of the Oregon Trunk Line railroad leading southward into Crook county be granted, says the Portland Journal.

The petition will also ask that the filing made by the reclamation service at the mouth of the Deschutes river be withdrawn as the latter is the only obstacle which stands in the way of the road being built. Officers of the chamber of commerce have signified their willingness to aid in the matter, and it is expected that action will be taken on the petition by the local body this week.

Among the business men in the city who are taking an active part in the effort to bring about a change of front in the recent action of the interior department, the rumor has gained ground that the filing made by the reclamation service on the waters of the Deschutes was run hand in hand with the determination of the Harriman system to keep a competitive road from entering so rich and productive a field and one whose many resources are lying dormant. Already irrigation companies operating in Crook county alone have spent in excess of \$1,000,000 in reclaiming a state segregation of land of nearly 300,000 acres and there are billions of feet of merchantable timber in the same district.

Further development than that already made and the settlement of the irrigated tracts will remain practically stationary until transportation facilities are established. The move to provide means of transportation to the country has been blocked and the Oregon Trunk railroad, after making complete surveys, securing right of way over all but government land and actually beginning construction of its grade has been held up pending the action of the interior department and the reclamation service on an experimental project, a definite conclusion on which may be delayed for a period of five years.

Agitation over the peculiar move of the reclamation service was first stirred up at a meeting of the State Irrigation association at Hood River a month ago at which time it was said in so many words that the appropriation of the waters of the Deschutes river for the purpose of building dams to generate electricity with which a pump-

ing station could be run in Umatilla county, 100 miles away, was the appearance of the cat's paw in the great railroad game of the northwest.

State Senator Whealdon, who was present at that meeting and expressed his opinions, and who is determined to leave no stone unturned in bringing the officials at Washington to a right view of the situation, says that the O. R. & N. had crews of engineers working on both sides of the Deschutes river prior to the notice given out by the reclamation service that it had filed on the waters of the river. As soon as the filing became public the crews were withdrawn. This move on the part of the reclamation service was made months after the Oregon Trunk had surveyed its line, secured its right of way over private lands and begun the grading work at the mouth of the Deschutes. The maps, profiles and prayer for right of way over the government domain, weeks before the reclamation service filed on the waters of the Deschutes, were laid before that department to determine whether the proposed road would interfere with any of the government projects. The appropriation of the water followed and the interior department refused to grant the petition asking for a right of way over the public land.

E. C. Henney, supervising engineer of the reclamation service, stated at his office in the presence of State Senator Whealdon, Jesse Stearns and F. S. Stanley of the Deschutes Irrigation & Power company, which has already spent over \$850,000 in the irrigation of arid territory in Crook county, that the government's proposition to dam the Deschutes and generate electricity for the Umatilla project has not as yet been determined feasible, and even if it should be in the future it was not certain that there would be money available to carry out the work. The project, he said might be abandoned any time within three to five years. The appropriation of the water had been made, he added, to prevent any obstruction of the work proposed by the department. He believes that the public welfare demands the construction of the road, but it remains for the secretary of the interior to determine the matter.

The filing was made without definite location, so that railroad building is completely blocked, and the timber, mineral, agricultural and irrigation resources of Central Oregon left at the mercy of Washington officials who may or may not decide in favor of an empire of thousands of square miles as against a couple of dams and a current of electricity.

Jesse Stearns, one of the stockholders in the Deschutes Irrigation & Power company and largely interested in the development of the central part of the state, who spoke in strong terms against the action of the reclamation service at the Hood River meeting, said yesterday: "If the reclamation service is intelligent, if it is beneficent, then it should keep its hands off and let this railroad go in and help develop this great empire, and protect the capital of hundreds of thousands invested there. If it will not help it should not hinder, unless it is a

Concluded on inside page.

SHEPHERD IS HANGED

GOES TO GALLOWES WITH SMILING FACE

Crook County Murderer Pays Penalty for His Crime—Meets His Death Without Flinching.

Salem, Oregon, November 30.—Fred A. Shepherd was hanged at the state penitentiary today for the murder of Ben Zell, in Crook County, last September. This was one of the speediest administrations of capital punishment ever conducted in Oregon, the crime having been committed but a little over two months ago. Shepherd went to the gallows with unfaltering steps, repeated the religious rites of the Roman Catholic Church in a clear voice and stood without flinching upon the drop while the straps and rope were being adjusted. He made only a short statement before the execution, merely acknowledging the crime, which he has never denied since his trial. His neck was broken by the fall and he died without a struggle.

After being dressed for the execution Shepherd tied a gaudy red silk handkerchief around his neck "to make him look pretty" and he wanted his picture taken. His wish was gratified and at his request a picture will be sent to his mother. While posing for the picture he tipped his hat back on his head in a careless fashion and assumed an air of recklessness. His manner during his confinement here has been that of a man who does not care for life or death. He joked about the gallows, complained because no death watch was placed over him and repeatedly asked that he be handcuffed while being shaved, as is done with other condemned men.

The hanging was witnessed by about 50 men. Father Moore, of the Catholic church here, conducted the religious exercises.

September 24, in the early morning, Shepherd shot Benjamin F. Zell, his employer, at his ranch, then ravished his wife. He was tried and convicted October 22. The defense was insanity. Three physicians pronounced him sane.

CALL FOR MASS MEETING

A mass meeting of the settlers on Agency Plains and others interested is hereby called to meet at the Agency Plains schoolhouse Monday night, December 17, 1906, for the purpose of selecting a delegate to send to the Oregon Legislature at its next session to assist in securing an appropriation for well drilling on the plains, and for the purpose of arranging to meet the expenses of such delegate.
COMMITTEE.

COAL AT ANTELOPE

Wm. McGreer is making preparation to work his coal mine on Dry creek near the John Day river. The coal was tested in Antelope and found to be good and as soon as machinery can be installed Antelope will be well supplied with coal.
—Herald.

Call and examine the new line of Xmas goods which will be in next week at J. W. & M. A. Robinson & Co.'s.

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Winter Suits

Another large shipment of elegant ready-made men's Winter Suits has just arrived. Our large sales of this line of goods prove that these garments meet every requirement of comfort, service, style and finish, as well as price. No better can be had for the same money. We sell at only reasonable profits

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