

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, FEBRUARY 21, 1907.

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MADRAS,

OREGON

NOW READY TO BUILD

Harriman Roads Said to Be a
Sure Go This Time

WILL GRADE NORTH AS FAR AS MADRAS

Oregon Trunk Line's Right of Way
Difficulties Up Deschutes Are
Also About Settled

That railroad building into Central Oregon is to begin during the coming Spring is now practically assured, and the persistent rumors of the building of the Natron and Ontario line east and west across the state have assumed a more tangible form in the announcement that the Harriman interests will begin actual construction of that line not later than May 1, 1907. While no official announcement has yet been made, the story has leaked out from official sources, and there is no doubt that the information is authentic. The story is as follows:

Early in the Spring actual construction will be begun on the Harriman line East and West across the state, from Natron to Ontario, the road crossing Central Oregon at Rosland near the line between Crook and Klamath counties. At the same time that construction work is under way on the East and West line, the grades will be built on branch lines North as far as Madras, and South as far as Klamath, so that when the main East and West line is built, steel can be laid on the "feeders" North and South, and these branch lines be immediately ready for operation. Eventually these branch lines will be extended, the southern branch on into California, and the northern branch down the Deschutes canyon to the Columbia, to connect with the O. R. & N. line, so as to give the Harriman interests a through line on an easy grade into California, avoiding the heavy grades over the Siskiyou Mountains. With lines extending East and West and North and South through Central Oregon, Harriman's domination of the transportation interests of that section will be assured for all time to come. This story bears out the statement recently made by one of the Harriman engineers at Bend, that extensive railroad construction in Central Oregon would be begun in the early Spring.

Oregon Trunk Line Rumors
In connection with the story of the immediate construction of the Oregon

Eastern road from Natron to Ontario, and the branch lines North and South, there is a persistent rumor that the difficulties in the way of the Oregon Trunk Line up the Deschutes have been adjusted, and that the right-of-way will be granted to the Nelson line as soon as the settlement arrived at can be approved by the Interior Department. It will be remembered that the Oregon Trunk Line, an independent line up the Deschutes canyon as far as Madras promoted by Mr. W. F. Nelson, had begun actual construction of their grade when their right-of-way was held up by the Reclamation service, which proposed to utilize the gorge of the Deschutes for immense dams for power purposes, the power to be used in pumping water from the Columbia River on to lands in Columbia Basin. Right-of-way for the Oregon Trunk Line was refused, unless that road would raise its grade 100 feet, so as to be above the large power dams. Owing to the character of the Deschutes canyon, this requirement was prohibitive, and work on the railroad was suspended. It is now known that Mr. Henny, the government engineer who made the recommendation which tied up the right of way for the Oregon Trunk line, has agreed to recommend the abandonment of one of the proposed power dams, the other to be built at a point where it will be possible for the Oregon Trunk line to raise its grade and run its line over the proposed power plant. If approved by the Interior department, this will remove the embargo placed upon the construction of the Oregon Trunk line, and work may be resumed upon that line in the near future. At the time work was suspended that road had been amply financed, and the only obstacle in the way of its immediate construction was the refusal of its application for right of way over government land in the canyon.

Although the promised settlement of the right of way difficulties of the Oregon Trunk line may have no bearing upon the announcement that work is to commence on the Harriman line, it is significant that the latter announcement comes just at this time.

REGISTER IS REMOVED

Michael T. Nolan Dismissed
from The Dalles Land Office

MISS LANG, RECEIVER, NOW IN CHARGE

Nolan Offered Resignation, Which
Was Not Accepted—Controversy
Results in Summary Dismissal

Michael T. Nolan, Register of the United States Land Office at The Dalles has been removed by the President, and the land office has been turned over to the Receiver, Miss Anne M. Lang, until a successor to Nolan can be appointed. This is the news which a dispatch from Washington City brought Monday evening and which puts an end to the controversy which has raged about the local land office for some time past. The facts leading immediately up to the removal of Register Nolan, date back several months, and are doubtless still fresh in the mind of the public. Early in last November Nolan attempted to resign his office, but acceptance of his resignation was withheld, and from his summary removal at this time it is apparent that meanwhile a quiet investigation has been under way. His removal comes within a few weeks of the end of his term, which would have expired some time in March. A successor to Nolan will doubtless be appointed at once, and in the meantime the office has been placed in charge of Miss Lang, the Receiver.

When Nolan sent in his resignation in November it was accompanied by a letter to the President in which he made statements which could not be construed otherwise than as an attempt to reflect upon the official integrity of his associate in the land office. The charges, however, were so absurd and the animus so apparent that they fell flat, their only effect being to arouse the just indignation of all who know Miss Lang and the splendid character of her years of service in the land office. In the light of that unwarranted attack there is a touch of poetic justice in the present removal of Mr. Nolan and the placing of the land office in the sole charge of Miss Lang.

DUMPED IN GRAVEYARD

Jefferson and Deschutes County
Bills Killed in Committee

BELKNAP WORKING FOR NESMITH COUNTY

In Direct Opposition To Expressed
Wishes of Majority of Constituents
He Represents Prineville Only

Report comes from Salem that the bill for the creation of Jefferson county out of a portion of Crook was killed in the House, the bill having been reported adversely by the committee on counties. The bill for the creation of Deschutes county out of the southwestern portion of Crook met with a similar fate, and both bills were unceremoniously dumped into the graveyard known as "indefinite postponement," where their bones lie bleaching along with those of other "hopes deferred".

Jefferson county had the approval of practically all the taxpayers within its proposed limits, and none more enthusiastic than the heavy taxpayers of the proposed county, who saw in it an opportunity to establish a small, economically maintained county, where many of the evils existing under the old county government could be remedied. Petitions were circulated, and with a few rare exceptions, all of the residents and taxpayers of the territory asking to be created into a new county joined in the demand. Backed up with this kind of a showing, it was reasonable to assume that the representative from this county would at least not oppose the wishes of those whom he was sworn to represent, and the falsity of that assumption was the stumbling block in the way of the creation of Jefferson County. In the legislature deference is paid to the opinions of a representative upon local legislation affecting his district, and when it was learned that Dr. Belknap, as the representative of this people, was opposing Jefferson county and using every means to defeat it, it was easily apparent that the wishes of the representative would be regarded in the House.

In addition to the opposition which he waged against Jefferson County, Dr. Belknap further disregarded the wishes of a large number of his constituents by favoring the creation of Nesmith county, which takes in a goodly portion of Northern Crook. A large number of the residents of that section of Crook remonstrated against that proposed division of this territory but if Dr. Belknap ever looked at the remonstrances he certainly ignored them. The Baldwin Sheep & Land Company, the heaviest resident taxpayers in the county, protested vigorously against the cutting in two of their property, which would result with the creation of Nesmith county, but that protest also appears to have been without weight.

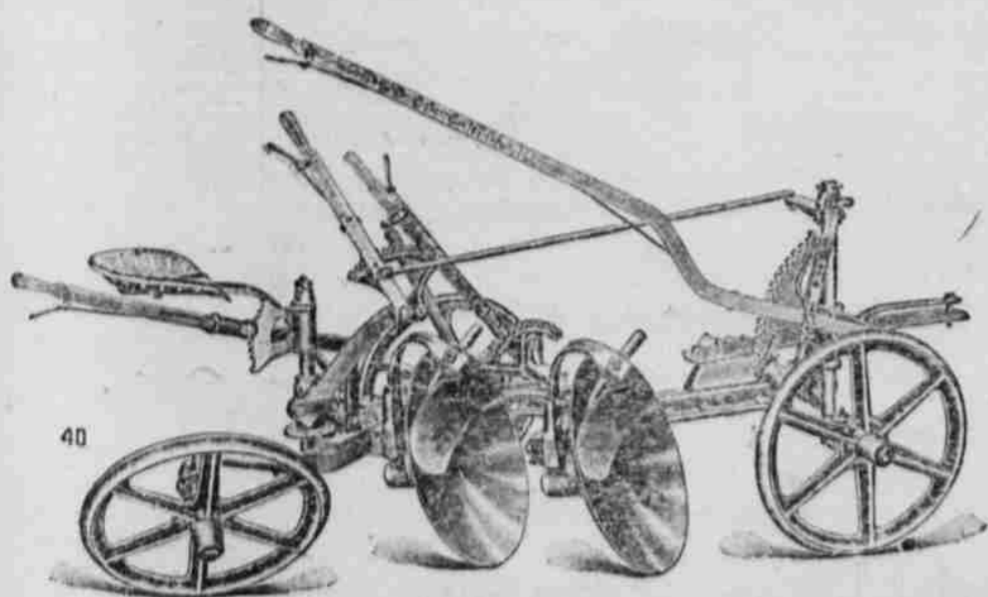
The efforts to create Jefferson and Deschutes counties have failed for the present, but the fight was not altogether without avail. It has made county division a live issue, and henceforth the fight will be waged until it becomes an actuality. Western Crook County has a weapon in its hands in its numerical strength at the polls, and it will be wielded in a manner that will soon put an end to the domination of the county seat ring.

CUMMINGS WINS CONTEST

Gets Decision In His Favor From
The Local Land Office

Barney Cummings has received notice from the land office at The Dalles, that the contest brought by him against the homestead entry of Maude E. McLaughlin, formerly Maude E. Kidder, has been decided in his favor, the defendant being allowed thirty days for appeal from that decision. The testimony in this contest was taken at this place last month, at which time a large number of witnesses were examined. It was admitted by the contestant that cultivation and improvement of the homestead had been in accordance with the requirements of the law, the only question at issue being the question of residence. In the decision handed down by the local land office, it was held that the residence of the defendant as shown by the evidence was "colorable but not actual", and therefore not a compliance with the requirements of the homestead law. Upon this issue the contest was decided against the defendant.

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