

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, JULY 25, 1907.

NO. 49

New Spring Goods

Now ready for inspection

Our grocery line is complete. Remember we can handle all your stock that is ready for market, at the best prices. Come in and talk to us

LENA M. LAMB,
Madras, Oregon

L. W. French, Pres. H. A. Moore, Vice-Pres. F. T. Huriburt, Cashier

EASTERN OREGON BANKING COMPANY

FOREIGN EXCHANGE BOUGHT AND SOLD
DRAFTS ON ALL PARTS OF THE WORLD

Capital Stock, \$25,000
Deposits, \$250,000
SHANIKO, OREGON

A. E. CROSBY

PROPRIETOR

POSTOFFICE PHARMACY

Carries a Complete Line of Drugs, Medicines, Chemicals, Household Remedies, Surgical Supplies and Photo Supplies. Country Mail Orders give my personal attention. A Graduate in charge. Safe delivery guaranteed. Your prescription filled promptly. Sterilizing and Pest Destroyers. Stock Foods and Dips of all kinds. Agency for Eastman Kодак. Both Phones. WHOLESALE AND RETAIL.

MADRAS, OREGON

GENTLEMEN

How about your wearing apparel



AN examination of our lines will show you that we have been attentive to your every need. Our elegant line of light and medium weight tailored suits ranging from \$8 to \$20 the suit are the swell togs for Summer and Fall wear. We guarantee the fit, quality and finish of these garments. Besides we have the shoes, hats, shirts, ties, gloves, hosiery, collars, cuffs and handkerchiefs, as well as the finest line of men's underwear in Central Oregon. The prices will please you and the goods are of high quality. We have not overlooked the man who works. At the People's Big Store he will find a large stock of substantial and comfortable garments and shoes that will stand the strain and wear, and at the same time so moderate in price that he cannot afford to do without them. We can supply your wants.



J. W. & M. A. ROBINSON & COMPANY

PROFESSIONAL CARDS.

FRANK OSBORN
U. S. COMMISSIONER
Townsite Building
MADRAS, OREGON

D. R. HAROLD CLARKE
DENTIST
All kinds of Dental Work at reasonable prices.
PRINEVILLE, OREGON

MAX LUEDDEMANN
NOTARY PUBLIC
MADRAS, OREGON

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NOTARY PUBLIC
JURIST OF THE PEACE
CULVER PRECINCT
CULVER, OREGON

W. H. SNOOK
PHYSICIAN & SURGEON
Office in Drug Store.
MADRAS, OREGON

J. H. HANER
ABSTRACTER OF TITLES
NOTARY PUBLIC
Fire Insurance, Life Insurance, Surety Bonds
Real Estate, Conveyancing
PRINEVILLE, OREGON

DR. A. A. BURRIS
MAGNETIC OSTEOPATH
Diseases cured without drugs or surgery
by magnetic osteopathy, the new science
of dr. less heating. Chronic cases a
specialty. Consultation free.
References given to prominent parties of
Hillsboro, Oregon.
Office in Adams Building
MADRAS, OREGON

B. F. ALLEN, President.
F. M. BALDWIN, Cashier.
WILL WURZWEILER, Vice Pres.
H. BALDWIN, Asst. Cashier.
NO. 3851.

The First National Bank

OF PRINEVILLE, OREGON

ESTABLISHED 1888
Capital, Surplus and Undivided Profits
\$100,000.00

SEATTLE PARTY HERE

Oregon Trunk Line Promoters
Bring Number of Capitalists

LOOKING OVER PROSPECTIVE TERRITORY

Say Deschutes Road Will Be Built
—Members of Party Are Amazed
at Country's Extent and Richness

W. F. Nelson and L. I. Gregory, promoters of the Oregon Trunk Line railroad up the Deschutes canyon, were in Madras Tuesday evening with a party of Seattle capitalists whose interest has been enlisted in that project. They were traveling in two large automobiles, in which they made the trip out from The Dalles, inspecting the proposed route and much of the tributary territory. With Messrs. Nelson and Gregory were D. A. Robinson, who built all of the grain elevators along the line of the Great Northern, L. H. Gray, former traffic manager on the Yukon & White Pass Railway in Alaska, George Danz, C. A. Cushing and J. H. Deyevue, all prominent business men and capitalists of Seattle. The party rested here for an hour or so Tuesday evening, and then proceeded to Bend, making the run in the evening to avoid the heat. The Oregon Trunk Line has completed its location up the Deschutes canyon from the Columbia River to Madras, a distance of 110 miles, and construction work was at one time under way, when it was held up by the failure to secure right of way because of a conflict with the plans of the Government reclamation service, which proposed to utilize the Deschutes canyon for power purposes in connection with the Umatilla irrigation project. These difficulties are in process of adjustment now, the abandonment of a portion of the reclamation project and some slight alterations in the survey for the Oregon Trunk Line, having cleared the way for the railroad project.

Mr. Gregory, who is actively promoting the Oregon Trunk Line, stated while here Tuesday evening that the road would be built. The present trip is for the purpose of familiarizing those interested in the project with the territory tributary to the proposed line, and while no definite announcement of their plans was made, the emphatic assurance was given that the road would be built. Further than this, and frequent expressions of amazement at the extent and apparent richness of this territory by members of the party, the visit of the Oregon Trunk Line party was barren of "news" upon which to build a story of the immediate construction of the road. It is believed, however, and the intimation was given, that following shortly upon the return of the party to Seattle, a definite announcement of their plans will be made.

The Deschutes canyon is the natural gateway to Central Oregon, and the promoters of the Oregon Trunk Line unquestionably hold the key to the transportation problem for this section. No other line would afford this territory so easy and direct an outlet for its products, and no road across the mountains could be built upon a grade which would permit of an economical operation. In the distance of 110 miles from the mouth of the Deschutes to Madras, there is a raise of only 2000 feet, that being distributed over the entire distance as the grade is practically uniform. And, throughout that distance much rich territory would be tributary to the Oregon Trunk Line, from both sides of the Deschutes River.

Mr. Nelson and his party spent Wednesday at Bend. They expect to return by way of Prineville, then back to Lamonta and on out to Shaniko by way of Haycreek. The party is traveling in two large automobiles, in which they are able to cover much territory in a comparatively short space of time.

LUMBER CONCERN ACTIVE

Building 25-Mile Flume Across Juniper Flat To Deschutes River

G. L. Harpham, of Wapinitia, brings encouraging news from that section, which strengthens the belief that construction on a railroad line up the Deschutes River will soon be announced. He states that great activity is being shown by the Keeps lumbering concern, whose timber holdings are located about 15 miles west of Wapinitia. This company has installed a small mill for the purpose of sawing timbers for the construction of two large mills, which

will have a combined capacity of between 80,000 and 100,000 feet of lumber daily. They have surveyed and commenced construction on a big flume 25 miles long, across Juniper Flat to the bank of the Deschutes River at a point about ten miles above Sherar's Bridge. Mr. Harpham states that monster boilers and other heavy machinery are now being taken in by this company, a mill pond with a capacity of holding several million feet of logs is being constructed, donkey engines are being installed and everything indicates that operations are to be on a large scale. He says there is little doubt in his mind that the company is going ahead on the assurance that they will have rail transportation at the end of their flume on the Deschutes to handle the output of their mills, as no other explanation would suffice. This company has already expended about \$130,000 for timber lands and equipment and their expenditures will total about \$250,000 when their plant is completed. That a company would expend so much on mere guess work, under conditions that demand a railroad to make their property of any practical value, is not considered at all probable.

Mr. Harpham states that it is reported that surveying parties are now at work on both sides of the Deschutes above Sherar's Bridge on railroad surveys. In this connection he states that the Oregon Trunk Line survey is located on the west bank and the Harriman survey on the east bank of the river along that portion of the route.

The surveyors on the projected electric road, who are working on the location of the line between Mt. Hood and Wapinitia, are said to have completed their preliminary work to a point about 20 miles from Wapinitia, and have gone back to set the grade stakes for construction work. Two engineers from this party were recently in the country. They bought ten head of pack horses in this section and returned with them to the scene of operations.

TWO INDIANS BOUND OVER

Charged With Taking Fire Water
Onto Warm Spring Reservation

Freddie Sumpta and Calvin Queabpama, two Indians from the Warm Spring Reservation, were given a hearing before United States Commissioner Osborn at this place last Tuesday morning, on a charge of conveying and having whiskey in their possession on the reservation, and after a brief hearing were bound over to the Federal Court at Portland. The complaint was made by Superintendent Covey, and as the Indians were caught with the whiskey in their possession and admitted their guilt, they will be punished for the violation of the statute which prohibits the taking or having of intoxicating liquor upon any Indian reservation. Deputy U. S. Marshal Nicholson of Portland, who was here to take the Indians, left with them for Portland Tuesday afternoon.

The offense for which the Indians were arrested was committed following their big "celebration" at this place on July 4. Three other Indians were also under the ban of the law for similar offenses, but two of them were tried in the Indian Court on the reservation and given a sentence of 60 days in jail and the other made his escape before he was arrested to be brought before the Commissioner. This Indian who escaped was charged with the additional offense of resisting an officer.

DOUTHIT HOME DESTROYED BY FIRE

News was received here yesterday of the destruction by fire on Tuesday evening of the old Douthit home at Cross Keys. No details can be learned other than that the destruction was complete. The dwelling was occupied by Harry Douthit and his wife, and was one of the landmark of that section of the county.

L. A. Young of Youngs was in town last Tuesday.

Edwell Van of Cross Keys was in town yesterday.

Les LaFollette and J. W. Collins of Prineville were in town several days during the week.

A. Zell, of Prineville, has been looking after business interests in this locality several days this week.

Tice Loucks, jr., returned yesterday from Paisley, where he has been visiting the family of his uncle, George Loucks.

L. E. Baker, who met with painful injuries last week in a premature explosion of dynamite, has so far recovered from his injuries as to be up and about town.

HARRIMAN MEN BUSY

Inspecting Routes for Railroad
Into Central Oregon

KRUTTSCHNITT HEADS PARTY OF VISITORS

Prominent Officials Harriman Road
Make Hurried Tour Through the
Central Oregon Region

Headed by Julius Kruttschnitt, director of maintenance and construction for the Harriman lines, a party of railroad officials spent the past week in Central Oregon inspecting proposed routes into this territory. The party included the highest officials in the Harriman service in Oregon, and was composed of the following, in addition to Mr. Kruttschnitt: W. W. Cotton, chief counsel for the Harriman lines in the Pacific Northwest; J. P. O'Brien, general manager of the O. R. & N. Co.; George W. Boshcke, chief engineer of the O. R. & N.; and R. B. Miller, of the traffic department of the O. R. & N. Co. With them were F. S. Stanley, president of the Deschutes Irrigation & Power Company, and J. G. Edwards, manager of the Baldwin Sheep & Land Company, and who is said to be also interested in the big irrigation company. The party was traveling in two powerful automobiles, and made the trip through from Shaniko to Bend by daylight, seeing much territory from which the railroad would draw tonnage when the line is completed.

The threatened invasion of Central Oregon by other lines is believed to have aroused the Harriman interests to immediate action, and it is generally believed that this trip of inspection will be followed by the announcement of the beginning of actual construction over one of the several routes surveyed by Harriman engineers into this section. With the Chicago & Northwestern surveys extending into Malheur County and the avowed intention of that line to cross Central Oregon and with independent interests active in the Deschutes Valley, immediate action is necessary by the Harriman interests to prevent this rich territory from slipping from their grasp.

Mr. Kruttschnitt left Portland last Thursday morning, ostensibly to inspect the Columbia Southern branch, and his private car was switched off at Biggs and taken to Shaniko. There two large automobiles were in waiting, and Friday morning the party left for a hurried trip out through Central Oregon. They reached Madras by noon Friday, coming across the Big Plains and being afforded an opportunity to see some of the fine crops of growing grain in this locality. They spent a half an hour at Madras, going on to Perry Read's for lunch. Leaving Madras they went by way of the Little Plains, and on out through the Methodist Hill settlement, in order to see as much of the good wheat lands between this place and Culver, as was possible on their hurried trip. In the afternoon they proceeded to Bend, where they inspected a portion of the large irrigated segregations of the D. I. & P. Company.

Simultaneously with the departure of the Harriman officials from Portland for Central Oregon, General Superintendent Nevins and John Stevens, superintendent of bridges, of the Corvallis & Eastern left Detroit with a party of engineers for the Deschutes country where, it is said, they were to meet the Kruttschnitt party. This phase of the trip lends color to the story that the present trip is for the purpose of determining at once upon the most feasible route into Central Oregon, in order that construction may begin. The Corvallis & Eastern which is now owned by Harriman, has for many years had its line surveyed across the mountains into Crook County, the line crossing through the Minto pass, which is said to be the best and most feasible route for a road across the mountains into Central Oregon. The recent purchase of that line by the Harriman interests gave rise to the story that the C. & E. would be extended when construction was begun, instead of building the line from Natron. Locations of the line west from Ontario have been made, and if the Corvallis & Eastern is extended it will connect with that survey at or near Bend.

Mr. Kruttschnitt and his party returned to Shaniko the first of the week, going back by way of Haycreek, to see the big thoroughbred sheep plant of the Baldwin Sheep & Land Company. While non-committal as to the purpose of their visit to Central Oregon, at the time when Central Oregon is so greatly interested in what the trip revealed to them of the resources and productiveness of this section.