

The Madras Pioneer

Published every Thursday by
THE PIONEER PUBLISHING CO.

SUBSCRIPTION RATES:
One year.....\$1.50
Six months..... .85
Three months..... .50

ADVERTISING RATES ON APPLICATION
Entered as second class matter August 29, 1904, at the Postoffice at Madras, Ore., under the Act of Congress of March 3, 1879.

THURSDAY August 1, 1907

BIG HAIL STONES FALL

Thunder Storm Passes Over Madras Doing Some Damage to Crops

Yesterday evening a violent thunder storm passed over Madras between 5 and 6 o'clock and hailstones from the size of a walnut down, falling for about ten minutes, presented a spectacle not often witnessed here. Some damage was done to the grain by the hail, but fortunately the path of the hail stones was narrow and only a very small portion of the fields suffered from the severe thrashing. Heads of grain which stood in the path of the storm were about half threshed out and many of the stalks were battered down.

The storm approached from the southwest, passing over the Little Plain and Agency Plains and took its course northward. The hail stones fell in a narrow strip along the southeast border of the storm path, and the grain fields which stood along that route were damaged in fully 50 per cent of the yield.

The storm approached slowly and majestically. Writhing black clouds, seamed with lightning and reverberating with rolling thunders swept up and overhung the zenith. The wind lulled, and splashing here and there in the dust a few rain drops as large as marbles fell. Then scattering at first came the big hail stones, heaving up the dust like rifle balls. The hail stones increased in numbers, raising blinding clouds of dust and hammering down on the earth and roofs like a fusillade from a battery of gattling guns, and making a deafening uproar. The hail storm passed onward and was followed by the fall of sheets of water, which blew in fragments through the air. As the storm swept on the sun appeared and in the eastern sky a double rainbow of great brilliancy appeared, and the earth smiled, refreshed from its drenching, while the black storm cloud, illuminated by vivid lightning, rumbled on its way.

Across the heart of Agency Plains there was no hail storm, although the rainfall was much greater there than at Madras. The sweep of the storm was fully 15 miles, Madras practically marking the southeastern border. Harvesting crews on Agency Plains took refuge under header boxes and it is said that water fell there in bucketfuls, wetting the soil in the fields to a depth of four or five inches.

The district which suffered damage from the hail seems to have been a strip about a mile wide beginning between Round Butte and Methodist Hill and following a straight line northeast directly through the Madras townsite and on through the ranches northeast of town. From the neighborhood in which Bert Dombrowe and Frank Galloway live comes reports of damage, also from Dr. Snook's ranch and from the ranches north and east of town, although the full scope of the damage done by the storm has not been ascertained.

CLASSIFIED LOCALS

LOST, STRAYED OR STOLEN—\$10 REWARD—One gray mare about nine years old, branded CW on right side. Ten dollars reward and expenses, paid for return. Lost at head of Matoles in September, 1906. Frank Lyons, Haystack. *al

MARE TAKEN UP—I have taken up one black mare, which is a bit in forehead, weight about 950 pounds. Branded arrow head and reversed L on left hip and inverted V on left side. Owner will please claim at Jim Lison place near Haystack. S. Hendrixon. J25*

LOST—GOLD BROOCH between the Tabernacle and Rock Robinson's. \$1 reward for leaving at Pioneer office. *jy25

TIMBER, WHEAT and IRRIGATED lands for sale. Also locating done on all kinds of land. Call and see us. Van Tassel & Davis, Madras, Or. J18f

ICE FOR SALE—I have plenty of ice for sale. M. L. Loucks, Madras. J4f

ICE CREAM ON SUNDAY at the Madras Pharmacy. J13f

FOR PURE FOUNTAIN SODA and ice cream soda go to the Madras Pharmacy. J13f

DESCHUTES GRADE BEST

Rival Interests Fighting for Route Up the River

WATER LEVEL GRADE LOOKS GOOD

Electric Railroad Also Aspires To Tap Rich Country East Of The Cascades

The impending railroad war in this state is to be a contest between contending interests for the control of the Deschutes water grade, from the junction of that stream with the Columbia to the interior of Oregon, says the Oregonian. This route alone say the railroad engineers offers the key to the big Central Oregon country, where possibilities are very great in development.

Harriman already has a survey running up the Deschutes. When construction will be begun is, as always with Harriman projects in Oregon, a hard matter to predict. The Oregon Tink Line, a proposed road mapped out by Seattle capitalists, has progressed beyond the paper stage and construction materials are being assembled to commence work. Property lying well in the interior of the state is being bought by this line and it promises to be the first to lay track beside the rushing waters of the Deschutes.

The Oregon Trunk is popularly supposed to be a hill road, but from the best data obtainable it is believed to be entirely independent of either the Hill or Harriman systems. There is no doubt that both these interests, however, have offered substantial sums for the rights already secured by the Oregon Trunk. These offers have so far been refused. The men behind the scheme have the ambition to break into the railroad magnate class and it looks now as if they would invade the precincts formerly believed to be sacred to Hill, Harriman and the rest of the railroad builders and railroad wreckers.

Now comes a third aspirant for the Deschutes gateway into the interior of the state and the big country tributary to that valley. This is the Mount Hood Power & Railway Company. J. E. Gardner, chief engineer, will return tonight from a trip extending over several weeks into the interior, in which he made reconnaissance eastward beyond the Cascades and well into Central Oregon. He was accompanied by a surveying gang and found that the present eastern terminus of the Mount Hood railway, lying east of the summit of the Cascade mountains, which are crossed at easy grades, can be connected up easily by a track extending into the Deschutes Valley and on into Eastern Oregon and even to the state boundary on the east.

When the Mount Hood road was first projected it is believed it had some other ultimate destination than a pleasure resort at the base of Mt. Hood. Money was spent in finding a pass over the crest of the Cascades to the plains beyond and even before construction on the original survey is commenced, engineers are pushing further into the Eastern Oregon country.

It is said that railroad schemes are multiplying in the interior and that stakes are being so thickly set that one cannot travel in that section without stumbling over them. The numerous projects already set on foot would hinder rather than help the construction of a road to the long-neglected country now sought to be opened up, were it not for the fact that the Harriman projects seem to need invariably the spur of rival roads to materialize. This is thought to be the only hope of the Central Oregon section in getting any help from the Harriman interests.

The Deschutes grade is doubly desirable by the railroads and the first to

secure it to the exclusion of others will be fortunate. The river offers a water grade from the Columbia to the interior. It is almost impossible to reach this section by any other route. Extension of the Columbia Southern south from Shaniko is impracticable by reason of the rough nature of the country. But by following the Deschutes an easy path may be found to the wide plains of Central Oregon. Construction along the river will be easy, it is said, far easier than the work along the Columbia accomplished by either the O. R. & N. or the Portland & Seattle.

Water grades, admitting of long trains of freight, are very desirable to all railroads and such an entrance into Central Oregon is worth fighting for. The contest between the three projects already in the field for the Deschutes grades promises to grow highly interesting as time passes. There is an easy crossing of the Columbia River available at the mouth of the Deschutes where a bridge can be thrown across the former stream if desirable to connect the Oregon Trunk with the Hill lines if the project is taken over by the Hill interests.

Eastern Oregon towns in the path of the proposed railroads promise to take on considerable importance by reason of the projected construction. Settlers are pouring into the interior and the approach that Oregon has the greatest body of land isolated from railroad facilities in the United States promises to be lifted within the next two years.

HAYWOOD ACQUITTED

Jury In Famous Murder Trial Returns Verdict of "Not Guilty"

William D. Haywood, secretary of the Western Federation of Miners, charged with complicity in the murder of former Governor Steunenberg of Idaho, was acquitted by the jury last Sunday morning, after a deliberation of 21 hours on the verdict. According to information gathered after the verdict was returned, two of the jurors were in favor of conviction, the other ten favoring acquittal and finally winning over the other two. The trial, which was one of the most remarkable murder trials in the history of this country, extended over a period of eighty days.

Haywood was charged with murder in the first degree, on account of an alleged conspiracy with the "Inner Circle" of the Western Federation of Miners, which resulted in the murder of Governor Steunenberg. Governor Steunenberg was blown up with dynamite as he was entering the gate of his home at Caldwell, Idaho, the deed having been done by Harry Orchard, who was shortly afterwards arrested, and who made a confession implicating the officers of the Western Federation of Miners, and other similar deeds committed at various times in the past few years. Orchard was the principal witness for the prosecution, and many other witnesses were put on the stand to testify to circumstances corroborating the Orchard confession. The testimony, while showing intimate relationship between Orchard and the members of the "Inner Circle," was evidently not considered by the jury sufficiently conclusive to base a verdict of guilty upon.

TIMBER LANDS OPENED TO SQUATTERS

Last Saturday, July 27, was the date upon which a portion of the reserve in the Matolen country was thrown open to entry and settlement, and as some of the tract contained good timber, it is likely that all of it worth taking was settled upon by "squatters." Under the conditions governing the opening of that tract, settlement was permitted on and after July 27, for the purpose of initiating an entry, but actual entry at the land office cannot be made before August 26. Persons actually settling upon the land have a prior right, similar to a squatter's right upon unsurveyed tracts.

INDIANS PLEAD GUILTY

In the United States Circuit Court yesterday two Indians from the Warm Springs reservation became better acquainted with Uncle Sam's regulations governing the traffic in liquor on reservations. The two transgressors were Freddie Sumpia and Calvin Queahpama, who admitted that they had taken liquor into the reservation. Judge Wolverton imposed a fine of \$25 together with 60 days in the county jail. The punishment is the equivalent of about 90 days in jail since neither of the offenders had the \$25 to pay the fine.—Oregonian.

REGISTER MOORE'S SON DROWNS

Another distressing fatality is added to the long list of deaths from drowning in the Columbia River this year. Ray, the 15 year old son of Register C. W. Moore of The Dalles land office, was drowned last Friday while bathing in the river at the Regulator docks with a number of young friends. He dived from the dock, rose to the surface twice and then disappeared. His body was recovered later. Ray was the only son of Mr. and Mrs. Moore.

Harness and Saddles

Belting, Lace Leather Whips, Bridles, Halters

Fine Handmade Harness fully guaranteed, made from best California Oak tanned harness leather

B. S. LARKIN
MADRAS, OREGON

M. C. MASON

Real Estate, Insurance Collections

Also a member of the Society of Auctioneering in all lines. Office to Loucks Brothers' furniture store. MADRAS, OREGON

VAN TASSEL & DAVIS

REAL ESTATE, LOCATING & INSURANCE

Office in the Post Office Building

MADRAS, OREGON

THE DALLES HOSPITAL



The Dalles, Oregon A PRIVATE HOSPITAL

for the treatment of all medical and surgical diseases, except such as are contagious.

PATIENTS MAY EMPLOY THEIR OWN PHYSICIANS.

Training School for nurses in connection. For information concerning the same address Supt. of Nurses.

HOSPITAL RATES

From \$10 to \$21 per week, according to room, including hospital care and board.

For further information address

DRS. FERGUSON & REUTER,
The Dalles, Oregon.

COLUMBIA SOUTHERN

RAILWAY CO. TIME TABLE NO. 10.

Effective July 3, 1907.

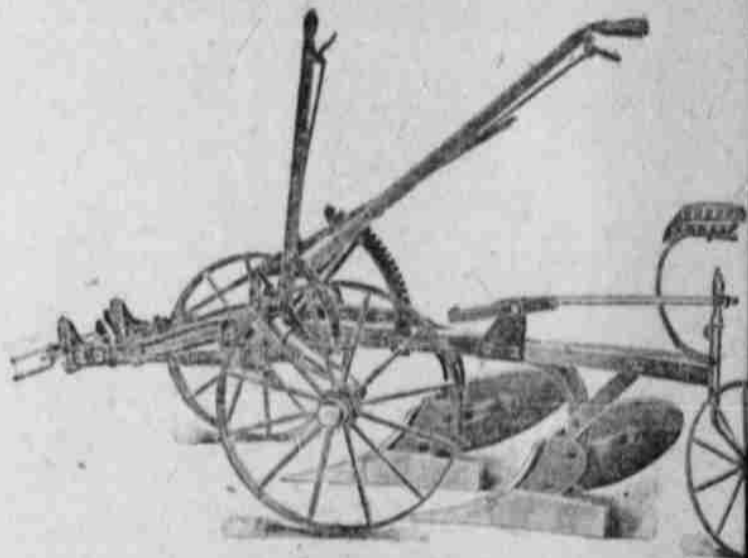
South Bound No. 2.	STATIONS.	North Bound No. 1.	Daily Pass.	Daily Pass.
Leave		Arrive		
2:15 p.m.	Higgs	11:50 a.m.		
2:35 p.m.	Gibson	11:30 a.m.		
2:55 p.m.	Sinks	11:10 a.m.		
3:12 p.m.	Wasco	11:00 a.m.		
3:18 p.m.	Klondyke	10:45 a.m.		
3:35 p.m.	Summit	10:30 a.m.		
3:55 p.m.	Hay C. Jc.	10:24 a.m.		
4:20 p.m.	McDonalds	10:22 a.m.		
4:48 p.m.	De Moss	10:05 a.m.		
5:00 p.m.	Mora	9:55 a.m.		
5:05 p.m.	Erskineville	9:47 a.m.		
5:20 p.m.	Grass Valley	9:30 a.m.		
5:45 p.m.	Bourbon	8:55 a.m.		
5:55 p.m.	Kept	8:40 a.m.		
6:25 p.m.	Whites	8:20 a.m.		
6:55 p.m.	Shaniko	8:00 a.m.		
ARRIVE		LEAVE		

For rates and other information apply to
A. L. CRAIG, General Passenger Agt.,
Portland, Oregon.
E. J. WITSON, Agent, Shaniko, Ore.

McTAGGART & B

HARDWARE IMPLEMENTS GROCERIES

AGENTS FOR



MADRAS, OREGON

NEW DAILY STAG

From Bend to Shaniko and all interior points

New and Up-to-date Outfit

SPECIAL ATTENTION TO TRAVELING MEN

THE MOST SCENIC ROUTE IN CENTRAL OREGON. BEST EATING HOUSES ON ANY STAGE LINE.

Daily stages through Agency Plains Country and irrigated lands of Crook county. Prompt attention given to express and baggage. Freight a specialty. For rates address

J. W. & M. A. ROBINSON & CO., or J. H. OVERTURE, Agents
Madras, Oregon Shaniko, Oregon

LIVERY

The best in Shaniko

Good Stock. Careful Drivers
Best of Hay and Grain Fed
At Very Reasonable Prices

D. A. Howell, Shaniko, Or.

Z. F. MOODY

GENERAL COMMISSION FORWARDING MERCHANT

Large and Commodious Warehouse. Consignments Solicited. Prompt attention paid to those who favor us with their patronage.

SHANIKO, OREGON

Shaniko Warehouse Company
GENERAL STORAGE AND FORWARDING

Special attention to Wool Grading and Baling for Eastern markets. Dealers in Blacksmith Coal, Lime and Builders' Materials of all kinds. Sulphur, Wool and Grain Sacks and Twine, Grain Flour and Feed. Highest prices paid for Hides and Pelts. Sixty Yards with all the latest and best facilities for handling Stock.

Mark Goods Care of

"S. W. Co."

T. G. CONDON, Manager

ELK DRUG STORE

Carries a full line of clean fresh drugs, perfumes and toilet articles

FRED J. DAMON

MADRAS,

OREGON THE DALLES

A. M. WILLIAMS

Dry Goods, Clo
Furnishing Goods

ROOTS AND SHOES
HATS AND CAPS