

The Madras Pioneer

VOL IV

MADRAS, CROOK COUNTY, OREGON, THURSDAY, SEPTEMBER 5, 1907.

NO. 3

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The First National Bank
OF PRINEVILLE, OREGON

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

HARRIMAN IN MADRAS

Railroad Magnate Shows Much
Interest in the Country

SPENDS THE TIME ASKING QUESTIONS

Says He Likes To Hunt And Fish
But Does Not Talk About
Building Railroads

E. H. Harriman, who is said to pride himself on his resemblance to the great Napoleon, and who is easily the most colossal figure in the railroad world today, was in Madras last Sunday morning, enroute to Shaniko on his trip of inspection through Central Oregon. With him were J. P. O'Brien, general manager of the Harriman lines in Oregon, and Fred S. Stanley, president of the Deschutes Irrigation & Power Company, who have been pointing out to the railroad magnate the vast timbered areas, the large irrigated tracts and the hundreds of square miles of fertile plateau lands where wheat is grown, which would furnish tonnage for the long-desired railroad into Central Oregon. Mr. Harriman and his companions on the trip were traveling in one large automobile. Mr. Harriman's two sons and the remainder of the party in the other two autos remaining behind for a few days more hunting and fishing.

The railroad king, the "man of mystery," the man who juggles railroad stocks like a Hindu fakir juggles ivory balls, may be all these things in Wall Street, but to those who saw him in Madras last Sunday, he appeared the plain, courteous, affable and thoroughly unconventional citizen, who seemed to be enjoying his trip immensely, and yet who was keenly observant of all that lay around him. Asked to characterize him by one word, one would say "inquisitive," for he never quit asking questions about the area, the products, the population, from the time his car stopped until it started again. He wanted to "be shown" like the veriest Missourian. Only once he digressed, and then it was to tell how he liked to hunt and fish, and to ask what kind of a country this would be for him to locate in. He was promptly told that he was the kind of a "settler" this country needed, and when he asked what he could do for a living, he was told that he could hunt and fish and build railroads to his heart's content.

Mr. Harriman appeared to be agreeably impressed with what he had seen of Central Oregon, but his affability never reached the point of communicativeness on the subject of railroad construction into this long-neglected section. Those who have kept closely in touch with the railroad situation in Central Oregon believe that the present visit of the magnate portends the immediate construction of a line into this isolated section, and they point to the fact that the imminent danger of an invasion of the Harriman territory by other interests is spurring him on, but so far as can be learned, no authoritative announcement has been made. Speculative as that opinion may

be, there is reason to hope that Mr. Harriman's visit to Central Oregon, and his acquaintance at first hand with the wonderful resources of this great undeveloped empire, will hasten the construction of a line into this long-neglected section.

The two sons of Mr. Harriman and the remainder of the party came through Madras yesterday.

JOHN A. ISHAM

John A. Isham, an old and highly respected citizen of this place, who died at Eugene and was buried at that city last Thursday afternoon, was one of the early pioneers of Oregon, having crossed the plains with his parents in 1852. Although only seven years old at that time, he drove an ox team all the way through, beginning this early the career which was characterized by industry and a desire to bear his part of the burdens of pioneer life. With his family he resided in Marion county until he was 22 years old, at which age he married Miss Cynthia J. York and moved to Lane County, where he resided the greater portion of the time until 1898. When only 16 years old, in 1861, he spent one winter in Walla Walla, and among his papers was found an old notation made that winter, stating that he shoveled in seven foot snow a good part of the winter, to save his saddle horse. Ten years later he spent a winter on Snake River, but returned to Lane County after the crickets had destroyed his crop and orchard. Later he settled on the McKenzie River, where his old homestead is still farmed by a son, Ira Isham.

Mr. Isham moved to Crook County in 1898, locating first on the Deschutes at Tetherow Bridge, and two years later he moved to the Willow Creek basin, being one of the first residents of the place where Madras is now located. All of the first settlers of this section, five or six years ago, knew and were known by Mr. Isham, and for many of them he has appeared as a witness in their final proof, because he was one of the few witnesses competent to testify to the early residence of the first settlers, at the period when there were few settlers in this section.

Mr. Isham was 62 years old at the time of his death, and he leaves nine children in different parts of the state to mourn his loss. His wife died at Eugene six years ago. At the time of his death he was at Eugene in the hope of being benefited, as he had been in poor health for a year past. One son and a daughter were with him.

A fine type of the Oregon pioneer, Mr. Isham was greatly respected and esteemed by all who knew him, and he leaves many friends in Madras and throughout the county, to sincerely mourn his loss.

MC'PHERSON GRADE DAMAGED

There was a cloudburst on Hay Creek Saturday at 1:30 p. m. Water from two to three feet in depth extended from Haycreek to Priddy's, a distance of fourteen miles. McPherson hill was cut up to such an extent that freighters will have lots of trouble until the damage is repaired.—Journal.

GETTING DETAILS READY

Freighting Company Preparing
for Trial Trip

ARTICLES OF INCORPORATION FILED

Outfit Expected to Arrive At Shaniko
Today or Tomorrow—Expert
Engineer Already Here

Articles of incorporation for the Central Oregon Transportation & Forwarding Company, by which name the new freighting company will be known, were prepared and filed the first of the week, the incorporators being A. Thomson, L. B. Lafollette and J. W. Collins of Prineville, who are the promoters of the enterprise and who will own the stock of the company. The organization of the company will probably be completed by the end of the week, with Mr. Thomson as president, L. B. Lafollette, secretary and J. W. Collins, vice-president and treasurer. Madras is named as the principal place of business, and the objects of the corporation as set forth in the articles of incorporation cover a general freighting and forwarding business.

Mr. Thomson was in Madras on Tuesday and stated that the work of getting the grade up Cow Canyon in good shape was progressing rapidly and satisfactorily. The company has been working eight or nine men in the canyon and their new grade around "The Horn" is about completed. They expect to have the road ready all the way through by the time the traction outfit is ready for its trial trip, as they are anxious to begin the regular operation of the road train. Arrangements have been made with Otto Holfeldt, and at other points along the route, for water for the big engine, which will be supplied from tanks, with windmills for pumping the water. Every detail for the successful operation of the engine is being carefully attended to.

EXPERT ENGINEER ARRIVES

Mr. Sanders, an engineer from Stockton, California, who will have charge of the traction engine to be operated between this place and Shaniko, arrived here last Tuesday. He has had long experience in operating traction engines over roads similar to these, and after his trip out from Shaniko stated that he did not anticipate any trouble in operating the big traction outfit for the new freighting company. Mr. Sanders was secured for this position by the Holt Manufacturing Company, manufacturers of the traction outfit, who desired a competent and experienced man to operate the engine when the freighting project is launched. The engine and cars are expected to arrive in Shaniko today or tomorrow, and as soon as they can be unloaded and set up the trial trip out from Shaniko will be made. Only two or three cars will be brought out on the first trip.

J. W. French, Pres. H. A. Moore, Vice-Pres. F. T. Hurlburt, Cashier

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