

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, OCTOBER 24, 1907.

NO. 10

WE WILL TAKE WHEAT

IN TRADE AT 50 CENTS PER BUSHEL

Parties knowing themselves indebted will please bring wheat, or settle with cash. Prices are greatly reduced, as we are planning to

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MADRAS, OREGON THE DALLES, OREGON



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It Costs You Nothing To Join Our Travel Class And Take a Trip Around the World in 60 Minutes.

A trip around the world in 60 minutes at almost no cost—that sounds good, and you will enjoy it still better while taking this journey as a member of our world's travel class. We will take you with us through every country on the face of the globe. You will view with delight the most beautiful scenes of every land, from our own country, America, through the United States, through Germany, through lovely France, through Spain, through sunny Italy, over the mountains of Switzerland, through Russia, through all the Asiatic countries including lovely Japan—that wonderful country of the Orient, whose people have become so famous, through our island possessions, in fact from one end of the globe to the other. Imagine yourself taken on a trip of sight-seeing with nothing to do but view the places of interest in every part of the world. Could anything be more enjoyable, or could anything be more educating? This is the trip that you should take and that everyone who takes through our liberal plan. Our world's travel class is conceived by the American Travel Class Association and is a creation of the most fertile minds of world wide travelers, and is entirely pleasure and enjoyment and education of hundreds of thousands of people. Art has made it possible for us to see these wonderful and beautiful scenes before you through our stereoscopic plan at a mere trifle, really no cost at all, and if you join our travel class and stay with us long enough it will cost you nothing.

Here is Our Offer Read it Carefully

When you have purchased \$10.00 cash merchandise at our store we will give you one of the above scopes absolutely free. Further, in order that you may secure a complete set of world's class views, we announce that for every additional dollar's worth of purchases we will present you with one beautiful colored view FREE. Come and bring your friends and neighbors to our store and see these scopes and views on exhibition.

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MADRAS, OREGON THE DALLES, OREGON

BLOCK THE TRUNK LINE

Harriman Hurries Surveyors Into Central Oregon

PURSUES DOG IN THE MANGER POLICY

Engineers Will Spy Out Strategic Points to Be Held Against the Coming of the Oregon Trunk

Equipped with automobiles for crossing the stretch of Interior Oregon from Shaniko to Klamath Falls, a party of engineers and surveyors, carrying field instruments and camping outfits were hustled away on a special train from Portland last night over the O. R. & N. by General Manager O'Brien. Their orders are to cross the state from north to south, with the supposed purpose of spying out the strategic points and holding them against the Oregon Trunk Line, the independent railroad that announces its intention to build up the Deschutes River from its mouth to Madras and on to Lakeview, says Sunday's Oregonian.

Officials of the Harriman interests are reticent as to the purposes of the expedition, which was kept secret. But the object of the trip seems to be to run counter to the Oregon Trunk, the only railroad that now threatens to enter the Harriman preserves, as Central Oregon has come to be known. The Harriman people contested the right of the Oregon Trunk to build a railroad up the Deschutes canyon from the mouth of that river 100 miles to the big level plain of Central Oregon. Danger threatened the Harriman interests when the Oregon Trunk entered the Deschutes canyon and the legal department was put in motion to head off the threatened invasion. This failed, for the Oregon Trunk is now possessed of rights as far up the Deschutes as the mouth of White River, a distance of 45 miles. Lest the Oregon Trunk continue its triumphant progress through the

state, plans for which are under way, the Harriman people apparently feel it necessary to stay the procession as soon as possible. This is doubtless the object of the expedition just sent into the interior.

From Deschutes the party will travel by automobile to Madras and Bend, and engineers will go over the Upper Deschutes Valley, seeking the most practical route for a railroad and pointing out the only feasible line for the purpose. That these strategic points will be secured by the Harriman interests and that these engineers will be busy in the interior for some time is taken for granted.

Although Harriman interests cannot see their way clear to spend money in building roads into Central Oregon at present, as says Mr. Harriman himself, in view of the condition of the money market, the Oregon managers appear to have carte blanche when it comes to blocking other projects into that territory. This has been demonstrated any number of times.

The danger that the Oregon Trunk may become a Hill line at any time lends inducement to the Harriman people to forestall the only live opposition project that openly plans to invade Oregon from the north, east or west.

The party of engineers referred to in the above story came out from Shaniko last Sunday, going on into Central Oregon by way of Haycreek and Prineville and hurried on to Burns in the southeastern part of the state. The engineers are said to have been accompanied by General Manager O'Brien, Attorney W. W. Cotton and other Harriman officials, and the announcement was made that from Burns the party would go to Huntington on the O. R. & N. From this fact, and from the further fact that the Oregon Trunk Line has not been surveyed farther south than Madras, from which point on south it would have the choice of half a dozen routes, it is rather to be inferred that this party has some other object in view than that of obstructing progress on the Oregon Trunk Line.

HERDERS AND INDIANS MIX

Have A Lively Fracas With Booze and Guns at Rosland

A serious shooting scrape occurred at Rosland in the southern part of this county last week between three herders in charge of the Yancey sheep and three Indians from the Warm-springs reservation. The stories of the affray as told by the Indians and by the other parties to the fracas differ very widely, each claiming the other to have been to blame. According to the story told by the Indians, they went to the sheep camp on a peaceful mission and were attacked by the sheepmen, when the general mix-up occurred. The herders, however, say that the Indians were filled with fire-water and had been giving them trouble all day, riding through the bands of sheep, discharging their pistols and shouting, in an effort to separate the bands. They were warned to desist but were too full of whiskey to heed the warning, and the fight was finally precipitated. One of the Indians received a bad bullet wound through his shoulder, another has a bad scalp wound from a blow with a rifle, and the third Indian is badly beaten up. The herders escaped without any injuries. Colbert Hote is the name of the Indian who was shot through the shoulder, and Willie Miller was the recipient of the pleasant little attentions from the herders which left him with a bad scalp wound. The name of the other Indian is unknown.

Sheriff Elkins left for the scene of the shooting immediately upon receipt of the news, and the herders and wounded Indians were brought to Prineville for examination by the district attorney.

Colbert Hote, the Indian who was shot has the reputation of being a bad man, and it was he who several years ago killed an Indian policeman on the reservation, for which he served time. In the fracas at Rosland he was shot by Fred Snoderly.

ADAMS-LAMB WEDDING

Mr. D. W. Adams and Mrs. Lena M. Lamb, both of this place, were married at The Dalles on Wednesday of last week, although the announcement of the happy event was not made here until their return on Sunday evening. Mrs. Lamb has been visiting friends in Spokane for several weeks, and upon her return was met at The Dalles by Mr. Adams, where a quiet ceremony was performed in the presence of a few friends, making them man and wife. After spending a day at The Dalles, they returned home, driving out by way of the Warm-springs reservation route.

WANTS CLINE FALLS

Mt. Hood Railway Negotiating for Big Power Site

FALLS DEVELOP 50,000 HORSE POWER

Purchase Would Practically Announce Railroad Extension Into The Deschutes Country

It is reported that the Mt. Hood electric line is negotiating for the power site at Cline Falls, on the Deschutes, which lends an air of substantiality to the recent rumors of the extension of that road across Central Oregon, to connect with the Moffat road at Salt Lake in the formation of a new transcontinental line with Portland as the Pacific Coast terminus. Last week two representatives of the electric road passed through Madras from Cline Falls, where they had been looking over the property with E. T. Hurlburt, one of the owners of the power site, and it is rumored that a deal for the property has practically been closed. This rumor has not been confirmed by either the purchasers or the owners of the property, although it is definitely known that negotiations are under way.

Should it be true that the Mt. Hood road has purchased the Cline Falls property, it confirms absolutely the recent rumors of the extension of the Mt. Hood road up the Deschutes into Central Oregon. No other motive than that of utilizing the falls for the generation of electrical power would have prompted the purchase, and the power to be developed at Cline Falls would unquestionably be for the operation of the line up the Deschutes, as the Mt. Hood line can develop ample power nearer at hand than Cline Falls for the operation of its enterprises, should the extensive line up the Deschutes and through Central Oregon not be contemplated. This fact will make the announcement of the purchase of the Cline Falls property by the Mt. Hood company practically an announcement of their plans.

The Government measurement shows a flow of 3600 cubic feet of water per second at the falls, which drop a sheer 30 feet in the canyon of the Deschutes, and it is estimated that 50,000 horse power can be developed at the falls.

FISHER HAS PROMISING COLT

Fred Fisher returned the last of the week from The Dalles, where he has been attending the fair and carnival held at that place, and which he says was a great success from every standpoint. The exhibits in the pavilion were good, the attendance was large and the racing was first-class. Mr. Fisher took to The Dalles with him his three-year-old colt, Baby Roy, with which he took second money in one harness event. Baby Roy was also exhibited in the stock show, and was awarded the first prize for single roadsters. Mr. Fisher is pardonably proud of the fact that his colt took the blue ribbon in his class in the stock exhibit, and he is also very much pleased with the colt's performance in the harness events.

FAILED TO FIND ELK

Superintendent C. C. Covey and W. J. Bishop of the Warm-springs Agency were in town last Friday. The former had just returned from an expedition over to the headwaters of the Clackamas after elk, the expedition, however, failing in its purpose as they did not get any big game at all. From September 15 to the 15th of this month was an open season for elk, the first time in five years that it was lawful to kill this species of game, and only one elk by each hunter could lawfully be killed this year. Mr. Covey had two Indian guides with him, and had been promised sight of elk, but although they spent several days looking for them, they did not find the herd.

STAGE DRIVER WAS LOST

Passengers who left Shaniko on Tuesday evening's Prineville stage, relate an aggravating experience. The driver was a new man, unfamiliar with the roads, and instead of keeping the Prineville road took the one leading toward Bakeoven. In spite of the protests of passengers who were familiar with the route, the driver carried them out on the wrong road thirteen miles before he was finally convinced of his mistake. Then he drove back to within about four miles of Shaniko and took the right road, and the stage with its weary passengers reached Heisler station at 5 o'clock in the morning.

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