

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, MAY 28, 1908.

NO. 41

VOL IV

Green Hotel

NOW UNDER NEW MANAGEMENT
House has been thoroughly renovated. No better table in Central Oregon for the money. Your wants will be courteously attended to. Headquarters for traveling men.
First-class Livery in Connection
J. W. LIVINGSTON, Proprietor
MADRAS, OREGON

T. S. HAMILTON, Pres. F. T. HURLBURT, Vice-Pres. J. C. FOWLE, Cash.

EASTERN OREGON BANKING COMPANY

FOREIGN EXCHANGE BOUGHT AND SOLD
DRAFTS ON ALL PARTS OF THE WORLD
Capital Stock, \$50,000
Deposits, \$250,000
SHANIKO, OREGON

A. E. CROSBY

PROPRIETOR
POSTOFFICE PHARMACY

Carries a complete line of Drugs, Medicines, Chemicals, Household Remedies, Druggists' Sundries and Photo Supplies. Country Mail Orders I give my personal attention. A graduate in charge. Safe delivery guaranteed. Your prescription by specialty. Strychnine and Pest Destroyers. Stock Foods and Dips of all kinds. Agency for Eastman Kodaks. Both Wholesale and Retail.
E. DALLES, OREGON

LUMBER FOR SALE

We have plenty of lumber for sale at our mill, located about 3 miles east of Grizzly post office on county road. Prices right

McMeekin & Eastwood

FURNITURE & UNDERTAKING SUPPLIES

DUCKS BROS
MADRAS, OREGON

FINE HAND-MADE HARNESS

FULLY GUARANTEED
Whips, Bridles, Halters, Lace Leather
Neat Harness Repairing

NEW LINE OF DRESS & WORK SHOES

B. S. LARKIN
MADRAS OREGON

J. C. & M. A. ROBINSON

SUCCESSORS TO J. W. & M. A. ROBINSON & CO.
GENERAL MERCHANTS
MADRAS, OREGON

OUR Spring and Summer Goods Are Selling RAPIDLY

Agents for
BAIN WAGONS, McCormick
Headers & Binders
SUB-SURFACE PACKERS
WHEAT TAKEN FOR ACCOUNTS AND TRADE

PROFESSIONAL CARDS,

FRANK OSBORN
U. S. COMMISSIONER
Near Green Hotel
MADRAS OREGON

O. G. COLLVER
NOTARY PUBLIC
Justice 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

MAX LUEDDEMANN
NOTARY PUBLIC
Pioneer Building
MADRAS OREGON

NO. 3851.

The First National Bank

OF PRINEVILLE, OREGON
B. F. ALLEN, President.
T. M. BALDWIN, Cashier.
WILL WENZELER Vice Pres.
H. BALDWIN, Asst. Cashier.
ESTABLISHED 1888
Capital, Surplus and Undivided Profits
\$100,000.00

ELK DRUG STORE

Carries a good line of fresh drugs and patents. Prescription work and family recipes made a specialty
T. A. LONG
Physician and Druggist
MADRAS, OREGON

Prince Corbet

BAY PERCHERON STALLION
Will make the season until July 20, as follows: Madras, Mondays, Thursdays and Saturdays; Vozzie & Brown's, Tuesdays and Wednesdays. At home ranch Friday.
TERMS: \$5 single service; \$10 season; \$15 to insure.
PETER MARNACH, Owner

WHAT ABOUT SALMON PROTECTION?

That the food fish of our state need better protection than is now afforded is agreed.
You have already or doubtless will receive considerable literature on the subject, but no matter how attractive the argument, stop and consider how much it may be colored by self-interest.
The United States Bureau of Fisheries are the greatest expert authorities on the subject and have no axe to grind. Read what they say:

Department of Commerce and Labor
Office of the Secretary, Washington, D. C.
Hon. Charles W. Fulton,
U. S. Senate, Washington, D. C.

Sir: The Department realizes the importance of the various questions affecting the salmon fishery in the Columbia river brought up in your letter of the 18th ultimo, and has taken this opportunity to make a thorough investigation of the matter. There can be no question that the status of the fishery is unsatisfactory, and that under existing conditions the trend may be expected to be steadily downward, with the result that in a comparatively few years the run of salmon will be reduced to such a degree that thousands of fishermen may be thrown out of employment and much capital rendered idle. The federal government is without any jurisdiction whatever in the premises, and the duty of conserving the salmon supply in the Columbia devolves on the states of Oregon, Washington and Idaho; but this department has been charged by Congress with the important fish-cultural operations in the Columbia basin, and has felt impelled from time to time to direct attention to the necessity for giving adequate protection to the various species of salmon frequenting that stream. The department is convinced that the run of salmon in the Columbia can be amply maintained for an indefinite period if artificial propagation is supplemented by rational protection; but artificial propagation alone cannot cope with the situation, and, as a matter of fact, the recent experience of the Department has shown that its beneficent labors are rendered almost futile by the failure of the states to appreciate this fact.

The department sees no reason for the elimination of fish wheels from the river as there is no evidence to show that this form of apparatus is particularly destructive to salmon. A condition that is specially favorable for the passage of salmon—namely, very high water—renders the wheels inserviceable and, on the other hand, periods of very low water, when the fish are much restricted in their movements, are also unfavorable for the wheels. During the past two or three seasons the catch of salmon by wheels has been comparatively small; but even if it were very large it would be a fact of no special significance in the present connection.

The Columbia river is, however, made to yield a quantity of salmon far greater than regard for the future supply permits, and the drain is yearly becoming more serious. No one familiar with the situation can fail to appreciate the menace to the perpetuity of the industry that is furnished by the concentration of a tremendous amount of fixed and floating apparatus of capture in or near the mouth of the river. This apparatus comprises about 400 pound nets or traps, over 80 long-sweep seines, and more than 2200 gill nets, the last having an aggregate approximate length of over 570 miles; and these appliances capture more than 95 per cent of the fish taken in the Oregon and Washington waters of the river, the figures for 1904 being nearly 34,000,000 pounds, or 98.7 per cent of the total yield. Under such conditions, it is self-evident that but comparatively few fish are permitted to reach the upper waters where the spawning grounds are located.

The details of the measures necessary to place the salmon industry of the Columbia river on a permanent basis cannot be elaborated by the department at this time, but in general it may be said that there should be (1) a restriction on the amount of apparatus employed in a given section; (2) an adequate weekly close season covering possibly two days at first, but reduced later if circumstances warrant it; (3) an annual close season, preferably at the beginning of the salmon run, and (4) joint arrangement between the States, so that protective measures may be harmonious.

Respectfully yours,
(Signed) OSCAR S. STRAUS
Secretary.

Bill No. 318 embodies Government recommendations and should pass. It is a square deal for all.

VOTE 318—X—YES

Bill No. 333 was framed to foster the selfish interests of a single locality. It is against the Government recommendations, and will mean a heavy tax on the State to carry out its provisions. It favors monopoly and is unfair. It should not pass.

VOTE 333—X—NO

RAILROAD MAY BUILD DURING THIS YEAR

Outlook Is Now More Encouraging

HARRIMAN IS RAISING FUNDS FOR EXTENSION

\$50,000,000 For Completion Of Extensions Raise The Hopes Of Central Oregon.

There is a well-grounded belief that the present year will witness the commencement of actual construction on a railroad into Central Oregon. The expression "well-grounded" is used advisedly, for there are unquestionably the most convincing reasons for believing that the transportation problem of Central Oregon is at last to be solved by the advent of a Harriman line, and possibly by the construction of one of the electric lines projected to tap this territory. The present activity in Harriman railroad circles, however, is the most hopeful sign, for it appears to mean that the railroad King is at last being forced to furnish transportation to this section, by the threatened encroachments of his competitors. The announced plan of the Gould interests to extend their Western Pacific across Central Oregon and find a way into Portland; the threatened invasion of this territory by the Hill interests through the construction of a line down the Deschutes, or through the assimilation of one of the projected independent lines into this section, which could easily be made a feeder for the Hill North bank road by bridging the Columbia at one of several easy crossings; the activity of the Mt. Hood electric road,—these are the obstacles to any further delay in the Harriman plans.

The threatened invasion of his territory is doubtless the reason for immediate haste in the maturing of the Harriman plans, but there is no doubt that Harriman has long intended to build the Central Oregon line. It is a generally accepted fact that construction work would have been started last Fall but for the condition of the money market. Following the visit of the Kruttschmidt party, and later of Harriman himself, work was being pushed on the survey of the Corvallis & Eastern extension, and that line would have been under construction now but for the unexpected and far-reaching financial panic. Whether that work is to be resumed, or whether some other of the Harriman surveys will be followed, no definite information is available, but one thing may be put down among the reasonably certain things, and that is that during the present year the Harriman extension into Central Oregon will be announced and construction will follow immediately. The Harriman interests must be taken into consideration whenever the railroad situation is reviewed, and the belief is growing that a Harriman line will be the first built into this section.

Of interest in this connection is the fact that the Union Pacific, at Mr. Harriman's request, recently authorized the issuance of a hundred million dollars in bonds, half of which was to be expressly used in the completion of proposed extensions. Regarding the expenditure to be made in Central Oregon out of that sum, a Portland paper of recent date says:

The Oregon Eastern, which is to be built under the jurisdiction of the Oregon Short Line, with subsidiary lines to Lakeview and Klamath Falls, and points in northern California, will also be among the first construction projects started. There are unmistakable signs that this action has been determined upon. The Oregon Eastern will cost in the neighborhood of \$10,000,000, and a branch to Klamath Falls will cost \$2,000,000 more. There is also a line surveyed north from this line to Madras that will cost a similar sum. While the completion of the Oregon Eastern will give direct access from Portland to the Lake and Harney county regions, it will also open up the whole of Central Oregon's richest trade field to the commerce of San Francisco.

DRY FARM BILL IS KILLED BY THE HOUSE

A Washington dispatch says that the bill to increase dry land homesteads to 320 acres, known as the dry farm bill, was killed in the House after a spirited fight between the advocates and oppo-

nents of the bill. The cause of the defeat of the measure was the non-residence provision, the insertion of which in the bill had been insisted upon by Senator Smoot, and which aroused opposition on the ground that it was in the interest of the large cattlemen of the West.

The dry farm bill had passed the Senate and been amended by the House so as to meet the requirements of the public land committee, and it was upon consideration of the conference report on the bill that the measure met defeat. The principal objection was the insertion of Senator Smoot's amendment allowing persons to purchase the enlarged homesteads without residing upon them. Senator Smoot insisted upon this feature, and the House would not stand for it. An effort was made to send the bill back to conference, but the efforts were futile, the report and bill being finally defeated by a vote of 193 to 138.

NEW ROADS ESTABLISHED

The following items taken from the report of the proceedings of the County Court will be of interest to the residents of this section:

The viewers' report on Fred Davis road was approved. Road declared a public highway and ordered opened. Clerk ordered to notify road supervisors thereof and also of an agreement of I. D. Brown to build fence.

The viewers' report on the Frank Galloway road was approved. Road declared a public highway and ordered opened. Clerk directed to notify road supervisor thereof.

Viewers' report on M. Brown approved. Road declared a public highway and ordered opened.

In the matter of a county road by E. A. Gillet and others. Petition approved. Viewers and surveyors ordered to meet at beginning of road, view out and report on same.

The viewers' report on the McTaggart road was approved. The damages claimed was not allowed. Road declared a public highway and ordered opened. Clerk ordered to notify road supervisor thereof.

County roads are known by the name of the first signer on the petition. The Fred Davis road is the new road south of Madras as changed between this place and the Hahn ranch. The Frank Galloway road is over in the Round Butte district. The M. Braun road is a short road leading off to the West from the top of Agency Plains grade, and giving an outlet to settlers in that locality. The McTaggart road is the new road leading up Willow Creek and opening up a new route between this place and Lamonta. The Gillet road is the proposed change in the Prineville road beginning about six miles south of this place.

NELLIE BROGAN DEAD

Died, at her home near Antelope, on Friday, May 22, 1908, Nellie, the daughter of Mr. and Mrs. Thomas Brogan, aged 18 years. Deceased had been in bad health for more than a year past, and although everything which love and solicitude could prompt was done for her, Death claimed her Friday evening. The body was taken to The Dalles, where interment was had in the Catholic cemetery last Sunday afternoon. Deceased was a sister of Mrs. J. C. Robinson of this place, who left for Antelope Saturday upon receipt of the sad news.

Mr. and Mrs. Brogan and all the members of their family have the deep sympathy of their friends in this, their third bereavement in the past year. Two other daughters have been claimed by death in the past 12 months, and their burden of sorrow is a heavy one.

LOCATION OF FIRST WELL

The Madras Oil & Gas Company has definitely decided to sink its first well on the old Joe Taylor place near Lamonta, now owned by Oscar Cox, and the machinery for drilling has been hauled there and is being set up. The land upon which the first well will be drilled is located upon the West side of Grizzly mountain, and the decision to drill there was made after a careful inspection of all the ground leased by the company was made by Mr. Ross, the expert. The indications of oil are said to be very favorable at that point, numerous "seepages" of oil having been observed there for years past.

RICHARDSON—LEE

Married, at the residence of the bride's parents, on Sunday, May 24, 1908, Miss Alina B. Lee and Mr. Samuel Vance Richardson, Rev. I. D. Brown officiating. About 50 invited guests were present to witness the solemnization of the happy event, and an elaborate dinner was served after the wedding ceremony. The bride is the daughter of Mr. and Mrs. James Lee, while the groom is a young rancher owning a homestead near Madras, where he and his bride will reside.