

# The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, AUGUST 27, 1908.

NO. 2

VOL V

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THE DALLES.

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THE DALLES OREGON

## ROAD PROMISED FOR CENTRAL OREGON

Harriman Announces A Road When Convinced People Are Determined

## LINE TO BE BUILT NOT YET DECIDED ON

Railroad Chiefs Have Conference At Pelican Bay This Week--Ground Will Be Broken Within Sixty Days.

Stirred into action by the statement that the people of Eastern Oregon were about to build their own railroad to carry their wheat, livestock and wool to market, E. H. Harriman has promised Governor Chamberlain to build a line into the long-neglected prairies lying South of the Columbia River. Fred S. Stanley, president of the Deschutes Irrigation & Power Co., is the man who told Mr. Harriman that interior Oregon intends to have a railroad and that it will wait no longer, but that the people of that district have resolved to construct a railway for themselves and have already taken the preliminary steps, says Sunday's Oregonian.

Mr. Harriman considered the proposition for a very short time and then told Mr. Stanley and Governor Chamberlain that he would commence immediately on the construction of a road South into Central Oregon. All that remains to be done is the selection of the route and this will undoubtedly be chosen the coming week at Pelican Bay, when the Union Pacific magnate will hold a conference with Julius Kruttschnitt and other officials of his railroad system.

It was tacitly agreed by Mr. Harriman that a road should be built South from the Columbia river into the great interior of the state, but whether the old Columbia Southern, now the Shaniko branch, will be extended or not cannot be told. It is thought more likely by Mr. Stanley that a survey up the East bank of the Deschutes river will be followed. Mr. Stanley says, however, that should it be decided to extend the Shaniko branch, there are no obstacles in the way that cannot easily be overcome.

"We are hard up; we need money," Mr. Harriman declared to Governor Chamberlain and Mr. Stanley, who acted as a sort of committee to ask for more railroads, visiting Mr. Harriman, however, at his own invitation. "It has been hard to secure funds for new work during the past year. Just before the panic occurred, we had arranged for \$88,000,000 with which to build new track but the financial stringency disarranged our plans.

"We will, however, build a line into Central Oregon immediately. As soon as the construction forces can be assembled, work will be commenced. I think I can assure you that ground will be broken within 60 days."

Both Governor Chamberlain and Mr. Stanley are confident Mr. Harriman's promise means another steel highway for Oregon. Mr. Harriman thanked both for their visit, and assured Governor Chamberlain that his journey had been appreciated, and had resulted in good for the state.

"Mr. Harriman assured me he will set to work at once," said Governor Chamberlain yesterday, upon his return from Pelican Bay. "I took with me to the Harriman lodge a set of maps showing the irrigation projects and agricultural districts of the interior of the state, and pointed these out to Mr. Harriman."

"He said the reason railroad building in this state has been postponed is that money has been scarce, and furthermore, much has been spent here in bringing the present lines up to the best possible standard. The Southern Pacific has been practically rebuilt from Portland to Ashland during the past two years, and much work done on the O. R. & N. lines.

"Which route South into Central Oregon will be followed has not been decided by Mr. Harriman and will not be until there is a conference between the Harriman officials at Pelican Bay this week. Then more definite information will be forthcoming.

"Mr. Harriman is charmed with the scenic beauty of Southern Oregon and says he will bring a number of his friends out with him from New York next year to spend some time with him."

It is not likely that the Corvallis & Eastern, now a Harriman property,

will be extended Eastward, Mr. Harriman himself saying that he considers such a step a mistake. Those most familiar with the country to be entered expect the new line will be built up the Deschutes canyon.

"The General Land Office holds that the Deschutes valley is a canyon and therefore falls under the provisions of the Canyon Act, which provides that in such places where construction of railroads is extremely difficult, more than one road may use the same track, this law having been passed to prevent one company from freezing out another," said Mr. Stanley. "I think the Deschutes route the most probable one South from the Columbia river, though the Shaniko branch is equally practicable. The question of route will be decided this week when Mr. Harriman calls into consultation engineering and traffic officials, who will bring with them traffic statistics, profiles of surveyed lines, and all data that are needed to arrive at a decision in the matter."

The character of the country to be traversed by the new railroad is such that work will be prosecuted on it throughout the winter. There is little rain or snow, and construction forces can keep at work throughout the year. One hundred miles of new railroad a year is the estimate put by Mr. Stanley upon the construction Mr. Harriman intends to accomplish here during the next few years.

## NATIONAL PRESERVE FOR WILD BIRDS CREATED

No More Shooting of Fowl on Malheur And Harney Lakes And Lower Klamath

Harney and Malheur lakes, famous in this state as shooting grounds for ducks and other wild fowl, will no longer be a sportsman's paradise, for along with Lower Klamath lake they have been transformed by President Roosevelt into a national bird preserve. Not only will the fowl be protected on the lakes, but upon the shores and islands and in the adjoining swamps, the strong arm of the Government will protect the feathered tribe.

The preserve was created at the request of the Audobon Society, and is to prevent the extermination of various types of wild bird which frequent the lake region. These lakes will become great breeding and nesting places for wild fowl. The Audobon Society, after careful investigation, found that Oregon birds were being killed ruthlessly, largely by hunters supplying the millinery market, some of whom were making \$400 to \$500 a day selling bird crests, plumes, wings, etc.

There have heretofore been several bird preserves created in this state, principally along the coast for the protection of sea-fowl. The new preserve takes in one of the famous hunting places of the state, known as "the Narrows." It is a narrow strip between Malheur and Harney lakes, where ducks have been killed by the thousands as they pass back and forth between the two lakes.

## PUBLIC SCHOOL WILL OPEN SEPTEMBER 14

Ninth And 10th Grades Added And Teaching Force Increased For Coming Year.

The Madras school will open Monday, September 14, and the indications are that there will be a large enrollment this year. A number of improvements have been made in the Madras public school, the most important of which is the addition of the 9th and 10th grades. Quite a number of the pupils of the school had completed the work through the 8th grade, and the addition of the 9th and 10th grades will enable them to continue their studies here, and in addition will offer school facilities to pupils of neighboring schools who had finished the 8th grade work. Of these latter there are more than had been counted on, and the prospects are good for a large enrollment in those two grades alone.

Because of the addition of the 9th and 10th grades it was necessary to increase the number of teachers, one additional teacher being provided for. The corps of teachers for the ensuing year will be: Prof. P. C. Fulton, principal and teacher of the high school work; Prof. W. R. Cook, intermediate grades, and Miss Clara Horney, primary grades.

The trustees of Madras school have endeavored to place the school on a basis which will make it as good as any in the county, and the ensuing year promises to be a successful one.

## HILL ENGINEERS IN DESCHUTES CANYON

Oregon Trunk Line Project Takes On New Life

## HILL'S PROMISE OF INVASION IS REGALD

Locating Engineer of The North Bank Road Going Over Deschutes River Line.

A The Dalles dispatch in the Oregonian says:

The presence of N. W. Bethel, locating engineer of the Hill lines, simultaneously with that of W. F. Nelson, of Seattle, promoter and principal owner of the Oregon Trunk Railroad, has again started the surmise that James J. Hill is preparing to make good the veiled threat spoken by him at the memorable banquet in Portland three years ago, this Fall, when he made public his intention to build the North Bank railroad.

The Oregon Trunk, like the North Coast Railway, is a fatherless reality. No one seems to know where it comes from, no one knows where it is going to, and no one knows who is actually behind it. Nevertheless, continual, though gradual progress is made.

The Oregon Trunk, so far as is given out, is to run up the Deschutes valley. The stockholders of record are a coterie of Seattle capitalists, but from the day of incorporation it has been generally taken for granted that they are figureheads, concealing the actual backers of the enterprise.

Additional interest in the presence of the gentlemen in The Dalles is lent by reason of their having been preceded only a few days by a large surveying party which is now working South from the Columbia river.

Mr. Hill's statement, which by his hearers was taken as a threat, came at the time when the Harriman projects of building a road between Portland and Seattle and of giving the Canadian Pacific an outlet down the Columbia river first became known. Mr. Hill had been felicitated on his announcement and prominent business men of Portland had spoken with some bitterness of the vast undeveloped district of Oregon territory tributary to the Harriman lines. At this point Mr. Hill made the statement, which in effect was that possibly when the North Bank project had been brought to completion he might have an interesting announcement to make in connection with the development of interior Oregon.

W. F. Nelson, promoter of the Oregon Trunk Line, was in Madras Monday accompanied by N. W. Bethel. They spent an hour or so here and then left for Prineville and Bend. Neither of the gentlemen was very communicative on the subject of the plans of the Oregon Trunk Line, but it is understood that they have been making an inspection of the Deschutes canyon project and of the tributary country from which that line would expect to secure its tonnage. Mr. Nelson has been in this section a number of times and is probably better posted on the resources and possibilities of the country than any other railroad man who has visited it. Mr. Bethel was locating engineer on the North Bank road, and his presence here has given rise to hopes of a Hill invasion of this territory by a line up the Deschutes.

The Oregon Trunk Line has a survey up the Deschutes canyon to Willow creek, and thence to Madras. Actual construction was begun on the line two years ago, but was suspended when the company had trouble over its right-of-way.

## 1200 HOGS SHIPPED FROM NEBRASKA

Pendleton East Oregonian  
This week the Union Meat company of Portland and several Seattle firms have shipped about 10 carloads or 1200 head of fat hogs from Nebraska corn fields through Pendleton to the markets and slaughter houses of the coast.

While these Nebraska hogs were passing through Umatilla county, Reinhold Harnas of this city, was shipping out 400 head of Umatilla county fat hogs from the Athena district to Pasco. Prices for these hogs averaged from \$5 to \$6.50 per 100 on foot, and the growers thus realized a handsome profit on their work.

It is estimated by practical hog raisers of the county that the wheat sections waste enough grain in the harvest each year to fatten enough hogs to supply Umatilla county if growers would make a practice of buying young hogs from the outside each Summer, just before harvest.