

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, SEPT. 3, 1908.

NO. 3

VOL V

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GOVERNMENT MAY IRRIGATE AGENCY PLAINS

Reclamation Service is Investigating Feasibility Of Project And Gathering Data.

That the government will take hold of the proposition of irrigating the high plateau lands of this section is one of the possibilities of the future, and that this possibility is by no means a remote one is evidenced by the fact that government engineers are in the field now investigating the feasibility of the project.

An engineer connected with the government reclamation service was in Madras the last of the week, outfitting with pack horses and supplies for a trip down the Deschutes river. He is securing data as to elevation, water supply and accessibility of this country, and will make a report to the reclamation department on the subject. He has just returned from a trip to the Matoles river, where he spent some time making surveys and gathering data.

The waters of the Matoles river, which is one of the largest mountain streams in the state, are utilized for irrigation or power purposes to a less extent than any other similar stream in the state. It is stated by those who have measured the stream that there is more water in the Matoles at its mouth than there is in the Deschutes river above that point, and this water is all running to waste. In the past two years the government hydrographers have been measuring the rivers and streams of the state, with a view to eventually utilizing them for reclamation purposes wherever possible. While it would be an undertaking of some magnitude to flume or syphon the waters of the Matoles across the Deschutes canyon, the elevation of the Matoles would make that possible, and the character and extent of the lands East of the Deschutes which could be brought under irrigation by such a project, might make it worth while. Private capital might balk at the cost of such an undertaking, but the reclamation service frequently steps in where private capital will not go, and it would not hesitate because of the cost, if the end to be attained would justify it.

THE CENTRAL OREGON SURVEYORS RETURN

Instructed To Seek Most Practicable Route Between Madras And Bend.

The party of Central Oregon surveyors, who for the past two weeks have been running a line North from this place to Shaniko, were called back to Madras last Thursday, with instructions to run a careful survey and find the best possible route between this place and Bend. This move is taken to indicate that recent developments in the railroad situation promise the immediate construction of a line as far as Madras anyway, and that no further time will be spent on the line North of this place until something more definite is known regarding the plans of Mr. Harriman and the Oregon Trunk Line people. Should no connection be assured from either of these sources, the work can be taken up again, but with the promise of the immediate construction of a line from the North, the work on the Central Oregon line between this place and Shaniko would be thrown away should that promise be fulfilled. Mr. Howard, promoter of the C. O. line, has made no statement regarding the movements of the surveyors, but the above explanation is the generally accepted one here.

Mr. Rea, who is in charge of the party, says he knows nothing of the reasons for the re-call of the surveying party, and that he is following instructions from Mr. Redfield, who is in charge of the engineering department of the C. O. The surveying party had run the line as far as Trout creek and were making preparations to move their camp to Haight's, when they were called back to Madras.

OATS YIELD 55 BUSHELS TO THE ACRE

Black English Oats Prove Great Success In This District On Summer-Fallow.

Ed Kutcher, who was in town Tuesday from his ranch East of Madras, reports the best yield of grain so far reported this season. Off of 12 acres on his place, which was threshed last week, he secured 662 bushels of oats, an average of over 55 bushels to the acre. The oats was of the Black English variety,

and was sowed late in February on summer-fallow ground.

Mr. Kutcher secured the Black English seed oats from Mr. J. G. Edwards of the Haycreek company. Mr. Edwards brought back from England with him a coffee-sack full of the seed last year and planted them at Harcreek, and when the oats was threshed last year Mr. Kutcher secured enough of the seed to sow 12 acres. That the Black English oats is a good producer in this section is evidenced by the splendid yield Mr. Kutcher secured from his 12 acres. He says the oats is very heavy. He expects to sow a larger area the coming year.

Mr. Kutcher's threshing machine is operating in the Hohfeld neighborhood this week and is working this way. He says the crops are better than was expected, and the yield will be very fair, considering the unfavorable season.

MANY MAIDENS MATRIMONIALY INCLINED

Fred Zell is Besieged By Many Maidens Anxious To Marry--It Pays To Advertise

In reply to his advertisement in an Omaha, Nebraska, newspaper for a wife "sweet and lovable, between 20 and 24 years old, and a good housekeeper," Fred Zell has been receiving applications and inquiries by the bundle from anxious matrimonially inclined young ladies. Friday's mail brought a batch of them from Portland, Saturday's mail brought 21 letters from Omaha, and the mail increases daily from the "endless chain" which he has started. All of the girls are "sweet and lovable," although their ages run all the way from 18 to 45, confessed. One despairing girl 45 years young, says "I want a man nearer my own age, but find me a man, and I'll help you," evidently being an apostle of the doctrine of reciprocity. Mr. Zell has a long list of applicants to choose from, all willing to leave their homes in the city to share his loneliness on the farm. He says that he expects to "close the deal" with one of them very soon, and he intimates his regret that he does not live in Utah, where he would not have to disappoint so many of them. He says it certainly pays to advertise.

NO LET-UP ON CENTRAL OREGON PROJECT

Work On the Local Railroad Will Be Pushed Vigorously--Prineville Offers \$100,000.

There will be no let-up in the building of the Central Oregon railroad by local people, says the Bend Bulletin. That is the decision of the men who have the project in hand. The promise of Mr. Harriman to build into Central Oregon has been received with much satisfaction by all parties concerned. At the same time it is considered the part of wisdom to keep right at work on our own local line, build it to Madras and perchance connect with the Harriman line up the Deschutes river at that point. If that is done Bend and Prineville are assured transportation. The railroad situation is such that it is important that work on the local road be pushed with as much vigor as ever. And that will be done.

At the meeting held at Prineville last week the committee appointed by a previous mass meeting recommended that Prineville raise \$100,000 to be turned over to any responsible parties who would give them railroad relief either by means of connection with San Francisco via Klamath Falls, by extension of the Corvallis & Eastern, or by a road up the Deschutes river to connect with the local road. If connection is made at Shaniko, then \$50,000 only will be raised. That is the sentiment of the county seat people and they will do as the committee advised. Proper steps are being taken for raising the above amounts, and trustees will be appointed to hold the money in trust and expend it in line with the above stipulations. Prineville will do its part.

DISTRICT FAIR AT THE DALLES

The 18th annual fair of the Second Eastern Oregon Agricultural District composed of the counties of Wasco, Crook, Sherman, Gilliam, Wheeler and Hood River, will be held at The Dalles, October 6 to 10 inclusive. There will be an interesting display of fruits, livestock and agricultural products of all kinds, and the fair this year promises to be one of the best in the history of fairs in Eastern Oregon. In addition to the exhibits, a number of special features have been secured this year for the amusement and entertainment of visitors to the fair. The citizens of this county should participate in the fair, not only by their attendance, but by sending down exhibits of the products of this county.

NORTH BANK R. R. CONTRACTORS WERE HERE

Take Automobile Trip Through Central Oregon Via Klamath Falls Viewing Country.

The report that N. W. Bethel, locating engineer of the North Bank road, was in Madras last week was an error. Mr. Nelson, promoter of the Oregon Trunk Line, was accompanied by J. D. and John P. Porter, of Porter Brothers & Welch of Spokane, who were the largest sub-contractors on the North Bank road, a good long stretch of which they built.

Mr. Nelson and the Porters went to Prineville and Bend, and from there expected to go all the way through to Klamath Falls. The purpose of their visit in this section and on South was not made public, but in connection with the rumor that James J. Hill is behind the renewed activity of the Oregon Trunk Line, the presence of these prominent contractors for railroad construction gives rise to the surmise that construction is to begin on the Deschutes at an early date.

Porter Brothers & Welch have done much construction work for James J. Hill, in addition to the work they did on the North Bank road. In fact, from a small beginning they have in 20 years built up one of the largest construction outfits in the West, and most of their work has been done on the Hill roads. Their present construction equipment includes 60 locomotives, 15 steam shovels and 50 miles of track, and with their large outfit every day it is idle it costs them a good round sum of money. They have just completed their work on the North Bank, and it is reasonably certain that their presence in Central Oregon means they have had assurance this work is to be started at once, and that they are familiarizing themselves with the conditions under which work will have to be prosecuted, with the expectation of taking over a portion of the work, if they haven't the contract for the construction of the entire line. The fact that they went on through to Klamath Falls would indicate that they are interested in the construction of the entire line. It is known also that they made inquiries as to the availability of grain and hay, and as to whether or not work could be prosecuted in the Winter season without too many interruptions. While it is possible that Mr. Harriman may decide to build his road into Central Oregon up the canyon of the Deschutes, the Oregon Trunk Line people are unquestionable in better position to begin immediate construction. Not only have their location surveys been made all the way to Madras, but a portion of their right-of-way has been secured. And, if Hill is behind the project, it would not require much time to assemble construction forces, with the work on the North Bank road just completed and the forces not yet disbanded. The developments in the railroad situation in the next few weeks promise to be very interesting to the residents of this section.

ITEMS FROM OUR EXCHANGES

Forest Fires Extinguished

A. S. Ireland, supervisor of the Deschutes national forest, with headquarters in this city, said Tuesday upon his return to Prineville from the battle with the mighty forest fires South of Bend, that reports of heavy damage in the burned area were not exaggerated, says the Journal.

"It was the worst fire I ever saw or had to cope with," said Mr. Ireland. "There was no let-up day or night; just one continual, unrelenting fight all the time with the flames until they were brought under control."

Roughly estimated, three entire townships were burned over; standing timber in some places being swept clean and utterly ruined. In other places the timber was little damaged, the flames being confined to the underbrush. All told 11,500 acres were raked by the flames until not a vestige of vegetation remained, either trees or underbrush.

Orval Davis Injured

Orval Davis, ranch foreman for the B. S. & L. Co. at Haycreek, met with a painful accident at 5:30 o'clock Friday afternoon, being thrown from his horse when the animal stepped in a badger hole. The rider's collar bone was broken and he sustained severe bruises and sprains, but will recover as rapidly as the bone knits together. Dr. Belknap of Prineville was summoned by telephone and was hurried to the scene by Ed Hodson in the latter's automobile.—Journal.

COMIC Postal Cards—Have you seen them at the Madras Trading Co.'s? 1 cent each.