

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, OCTOBER 8, 1908.

NO. 8

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MADRAS, OREGON

CENTERING WORK ON DESCHUTES ROUTE

Four Parties Of Harriman Engineers There

CHIEF ENGINEER INSPECTS NEW SURVEYS

Much Speculation As To Meaning Of Sudden Activity Of Harriman Surveyors In The Deschutes Canyon

The railroad game in Central Oregon appears to be centering its play in the Deschutes canyon, and recent developments point to one of two things: That either Mr. Harriman is going to build his promised Central Oregon road down the canyon of the Deschutes, or he is going to employ all the skill and ingenuity of his engineering department in keeping anyone else from using that natural gateway into the Central Oregon country. That much is evident from the hurrying of surveyors into the Deschutes canyon, where not less than four parties are already working along the river, together with the visit last week of Chief Engineer Boshke, of the O. R. & N. Company, who spent two or three days there inspecting the route and the work in person.

The presence of Mr. Boshke, who is chief engineer of the O. R. & N. Co., has aroused considerable interest in connection with the great activity of the Harriman surveyors in the Deschutes canyon, and following so closely upon the recent newspaper reports that it was practically assured that the Corvallis & Eastern would be the Harriman line built into Central Oregon. If the Corvallis & Eastern railroad is to be extended into Central Oregon, why this concentration of engineers in the Deschutes canyon? There have been repeated rumors of new Harriman parties headed for the Deschutes, but sifted down there appears to be four parties of engineers along the Deschutes, in addition to those in the employ of the Oregon Trunk Line. Two of these have been surveying there for several weeks, and the other two parties were rushed in about 10 days ago, coming to Shaniko on a special train and leaving during the night for the Deschutes.

These four parties are scattered along the Deschutes, and from the character of their work are evidently making location of the Harriman line. The party nearest this way is the one which camped at Sagebrush for several weeks, and which ran a line up Trout creek. This party has now moved camp to the Bob O'Donnell place at the mouth of

Trout creek, and it was this camp which Mr. Boshke used as headquarters during his several days' trip to the Deschutes. Several lines were run up Trout creek, the final location following up the North side of the creek for about a mile, where it crossed to the South side of the creek and then on up the South side and out at Sagebrush. So far as can be learned none of the Harriman parties have run a line up the Deschutes above the mouth of Willow creek.

Notwithstanding all this activity of the Harriman surveyors, so far as can be learned there has been no right-of-ways solicited or acquired by the Harriman interests along the Deschutes, which fact would seem to explode the theory that the efforts of the Harriman interests would be directed to obstructing the Oregon Trunk Line. If that were the purpose of the Harriman activity in the Deschutes canyon, it would certainly appear logical that they would be trying to secure right-of-way at strategic points along the river, but no effort appears to have been made in that direction. Were it not for the fact that a Deschutes road will rob the Columbia Southern of the bulk of its business and practically destroy the earning power of one of the most profitable branches of the O. R. & N., and that for this reason it was generally believed that Mr. Harriman would choose the Corvallis & Eastern route for extension into Central Oregon, there would appear to be no longer any doubt that the Deschutes route had been selected instead, and that preliminary work was being hastened so that construction could begin. But these facts and theories do not seem to hang together, and the result is a puzzle that is as mystifying as the problem, "How old is Ann?"

In the meantime the Oregon Trunk Line people are proceeding with the location of their line and with the acquisition of right-of-way, and there is every appearance that construction work on that road will follow as soon as these preliminaries are completed. The location down Willow creek to the Deschutes has been finished. The right-of-way was secured across government lands, and right-of-way over private lands has been contracted practically all the way through. So far there has been no clash and no indication of any obstructive purposes of the Harriman engineers, other than their presence along the river, and if the predicted fight between the rival interests in the Deschutes canyon is to materialize, there have been no preliminary skirmishes to indicate it.

FARMERS' RALLY SATURDAY--BASKET DINNER

Will Organize County Farmers' Union--State President Will Be Present.

There will be a rally of farmers at Madras next Saturday, October 10, a call having been issued to all the county branches of the Farmers' Union for a meeting at this place on that date, for the purpose of organizing the local branches into a county union. All farmers, both members of the Union and those who are not, are invited to be present and participate. The various local unions will form in line at 10 o'clock and march to Sanford's hall, where the exercises will be conducted, and where Hon. F. A. Sikes, president of the state organization, will address them. A big basket dinner will be served at noon.

Next Saturday will be strictly "Farmers' Day" in Madras, and all tillers of the soil are invited to come in and participate in the rally.

ATTENDED TEACHERS' INSTITUTE

Among the teachers from this locality who attended the meeting of the teachers' institute at Prineville during the past week were Misses Effie Taylor, Kathryn Lowther, Clara and Bertha Horney, Marie Moehring, E. E. Fisch, Tillie Fisch and Mrs. Cressey; Messrs. P. C. Fulton, W. R. Cook and Andrew Larsen from Madras; Misses Myrthena Taylor, Grace Robinson and I. A. Tolbert from Culver; Miss Ethel Smith from Lamonta and Miss Nellie Reynolds from Haycreek.

The sessions opened on Wednesday of last week and continued through Friday, and from the teachers who were in attendance it is learned that the institute was the most successful ever held in this county. Among the leading educators of the state who were in attendance were J. H. Ackerman, state superintendent of public instruction, L. R. Aderman, of the University of Oregon faculty, and George Jones, of Salem, editor of the Teachers' Monthly.

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

OREGON TRUNK SURVEYORS MOVE CAMP

The party of Oregon Trunk Line surveyors under Mr. Crane, who have been camped at Madras for the past four weeks, while they made a location of the line down Willow creek to the Deschutes, will move their camp in the next day or so to the Deschutes. They will work down the river, presumably to connect with the survey of the party under T. N. Hanford.

Mr. Hanford began work at the mouth of White river and is locating this way. The old survey of the Oregon Trunk Line follows up the West side of the Deschutes above the mouth of White river, and crosses to the East side at White Horse rapids, and the location practically follows the old survey. From the White Horse rapids the line follows the East side of the Deschutes up to Willow creek and on up the Willow creek gorge to Madras.

The Oregon Trunk Line starts up the Deschutes on the West side, but crosses to the East side some little distance above the mouth of the river. Further up it crosses to the West side again and follows up the river on the reservation side to the crossing at White Horse rapids, so there are three crossings on the Deschutes.

MADRAS MILL STARTS CRINDING

The Madras flouring mill, which has been idle for several months past, resumed grinding out flour and other products of the mill last week, and according to the statement of Secretary Deitzel of the company, they expect to continue without interruption during the Winter and Spring. The mill has been thoroughly overhauled and repaired while idle this Summer.

Mr. Deitzel has just returned from a trip through Southern Crook and Northern Lake counties in the interest of "Madras Flour," and he says the outlook is encouraging for an increased volume of business for the mill from that section. In fact, he says the demand for the product of the Madras mill will keep the mill running at its full capacity to supply it this season. The mill is now buying wheat.

ITEMS FROM OUR EXCHANGES

Smallpox At Bend

A case of smallpox has been reported from Bend to Dr. C. S. Edwards, county health officer, the patient being J. S. Parmenter. He broke out with the disease Sunday, and as he had been peddling milk just before he broke out, there is a possibility that a considerable portion of the city has been exposed. Mr. Parmenter has been quarantined.

Dr. Edwards does not feel at all alarmed over the outcome and has no fear of an epidemic. The solitary case was so quickly discovered and isolated before the dangerous stage of the patient had been reached, that people need have absolutely no fear.—Review.

For \$100 a side a test race was run at the fair grounds Tuesday afternoon between the horses Seventy and Lamonta, owned respectively by Charles Bedell and Jack Helfrich. The distance was three-eighths of a mile and Seventy won by nearly a length. Both horses are entered for the track meet at the fair October 13—17.—Journal.

James T. Robinson of Culver was a Prineville visitor the latter part of the week. He says everything down his way looks promising, with railroad men scattered over the country thicker than fleas on a Clackamas county dog. Mr. Robinson thinks the coming railroad will be built up the Deschutes.—Review

Willis W. Brown of Heister is buying up many hundred head of cattle in this part of the county for market. Last Saturday he brought into Prineville 400 head from the Ochoeco and Crooked river valleys, taking them to the Powell place on the lower McKay to be fed. Of this herd 150 head will be shipped to Portland immediately. Mr. Brown is buying more daily for the same market.—Crook County Journal.

E. M. Rands of Vancouver, right-of-way man for the Oregon Trunk Line, was in Antelope Wednesday, negotiating with Frank Irvine, who owns property through which the line will run. Mr. Rands, who is well informed on railroad matters, said that undoubtedly the road would be built, and that it would not be built by Harriman, which, of course, means that Hill is back of it. He stated that his company had practically secured right of way from the Big Cove, on the river, through to Madras, and that they anticipate no trouble in getting South from that point. A grade of 12-10 per cent and a curvature of not to exceed 6 per cent can be obtained.—Antelope Herald.

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