

# The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, OCTOBER 29, 1908.

NO. 11

VOL V

## 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.

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## HARRIMAN BRINGS CONDEMNATION SUIT

Looks As If Deschutes Route Had Been Selected

## BUYING RIGHT-OF-WAY IN DESCHUTES CANYON

Assistant Chief Engineer Visits Madras--Party Locating Line By Lamonta Route.

Assistant Chief Engineer Chase of the Harriman lines was in Madras the last of the week, personally inspecting the survey being made by his company through this section. He spent several days in this locality, going over the proposed route and spying out the country, and Friday he left for Deschutes canyon, where three other parties of Harriman engineers are at work. Mr. Chase visited this locality early in the present year, making a trip up the Deschutes to Willow creek and out by the Willow creek canyon, and from this place going out to Sagebrush and down Trout creek. At that time Mr. Chase's connection with the Harriman interests was not known here, but the present Harriman survey up the Deschutes, which leaves the river at Trout creek, is doubtless the result of that visit.

The Harriman party camped at this place and in charge of Mr. Mills are running their line South by the Lamonta route, practically following the old survey of the Oregon Eastern railway made three years ago. This survey crosses the divide at Lamonta and crosses Crooked river near Oneil. The Oregon Trunk Line party under Mr. Crane, camped at this place for a month or more, also ran a preliminary line South from this place, but they ran by way of the Juniper Butte route, across Opal Prairie, and which route would give them a crossing over Crooked river near Trail Crossing. That preliminary, however, was only run about nine miles South of this place.

It is reported here that as soon as the Harriman survey is completed on the Deschutes, the three parties working there now will be scattered along the Oregon Eastern preliminary, and locate the line on South to Klamath Falls. The Oregon Eastern was only a preliminary line, but the party camped here now is locating South, practically along the old Oregon Eastern preliminary line.

### PICK ROUTE TO CENTRAL OREGON

The bringing of condemnation proceedings against five owners of land along the Deschutes river for a right of way for the Deschutes Railway, at The Dalles, is regarded as an announcement by the Harriman officials as to the route that will be followed in entering the vast irrigated district of Crook county and thence into the Klamath country, says Saturday's Oregonian.

The proceedings were begun at The Dalles yesterday by Attorney W. W. Cotton, general counsel for the Harriman interests. It is generally believed that the suit is in reality a definite statement by the Harriman officials that entrance into Central and Southern Oregon will be made from a point on the Columbia river near the Deschutes. The road will extend to Bend, its ultimate objective point, according to Mr. Cotton, being the Klamath country.

Five owners of land along the Deschutes river are made defendants in the suits begun yesterday. The tract to be condemned lies along the bank of the river between White and Crooked rivers. One of the defendants is the Oregon State Land Board. The Deschutes river extends along the Eastern boundary of the Warm Springs reservation in Crook county.

In railroad circles the suit is also believed to mean an attempt on the part of the Harriman interests either to thwart or anticipate the Hill interests in reaching the rich but inaccessible territory of Central and Southern Oregon. The road if completed, would be an outlet for 300,000 acres of irrigated lands in Western Crook county, bordering on the Deschutes river.

Already the Oregon Trunk Line, which rumor has designated as a Hill road, is seeking a right of way along the West side of the narrow Deschutes river. At present there are 12 crews of engineers in the canyon, and the Harriman interests are well represented.

The connection with the O. R. & N. road of the proposed Deschutes river road would, according to this suit, be lo-

cated near the mouth of the Deschutes, between The Dalles and the town of Biggs. The Oregon Trunk Line is being constructed by Porter Bros., W. F. Nelson and V. D. Williamson, railroad contractors.

"According to the articles of incorporation of the Deschutes road," said Mr. Cotton last night, "the proposed line will extend from a point on the O. R. & N. near the mouth of the Deschutes through Crook county and into the Klamath country."

## WANT COUNTY ROAD THROUGH LYLE GAP

Steps are being taken to secure a county road through the Lyle & Brown gap to the Prineville-Shaniko road, and a petition for that purpose will be circulated at once, in order to get the matter ready to present to the January term of the County Court. It has not been generally understood that this was not already a county road, but the fact is that from the Lyle & Brown gap to the Prineville road, the present traveled road lies over private land, although Veazie & Brown threw the road open and permitted the public to use it. It was understood at the time the road was thrown open that Veazie & Brown would give the road through their place, and would furnish the wire and the labor for building the new fencing required, on condition that the new posts necessary in building the fences would be furnished them. This condition has never been fully complied with and it is recently rumored that there is danger of the road being fenced up again. This road is the only direct outlet to the present railroad point, for all of Western Crook county, and the present move is for the purpose of asking the county to do its part towards opening up one of the most important roads in the county.

The petition also asks for some changes in the road across Sagebrush flat, asking that the county road follow the present traveled road across the Stoliker and Trotter places between the foot of the hill and the gap. This road is shorter than the road by way of Sagebrush spring, and is now used by the greater portion of the travel. Last year a 60-foot road was purchased from Messrs. Stoliker and Trotter, across their land, and this has been fenced off, so that in declaring it a county road there will be no damages to assess. It is necessary, however, to have it declared a county highway before county road money can be spent upon it, and as it is a part of one of the heaviest traveled roads in the county, the county court will be asked to accept it as a county road.

### ITEMS FROM OUR EXCHANGES

#### Nearly Drowns in Flume

Frank Brown, who is flume tender at the D. I. & P. Co. headgate, had a very narrow escape from death last Saturday. He was attempting to remove some splash boards from the wasteway with a long pike pole when the pole slipped and plunged into the water. The current there is so swift that the jerk it gave the pole threw Brown off his balance, and he started to fall into the wasteway. In order to save himself he sprang across onto a rock that sloped sharply toward the water, so sharply that he again had to spring from there. This however, had kept him from falling into the wasteway, but when he made his second jump he landed into the water just above the headgate. The current there is likewise terribly strong and Frank says he was helpless as a log. It shot him down to the headgates, pulled him under them—the gates being open about 2½ feet—and slammed him up against the wire netting placed there to keep fish from going down the flume. From there he crawled out onto the ground none the worse for his experience except that his ribs were somewhat bruised from coming in contact with some part of the flume or gates.—Bend Bulletin.

An auto race was an amusing feature of Saturday afternoon's fair. The machine is owned by J. H. Beckley, who agreed to run five miles against five horses in relays of a quarter mile each. The horses never were in the race for a moment. They were auto broke and ran their best, but the machine gave them a start of one-eighth each and then overtook each before it had reached its quarter stake. Much amusement was created by the race, which was the first of its kind ever held on the Prineville track, if not on any track in the world. Time 7:20.—Prineville Review.

J. H. Jackson, the veteran bailiff of the Wasco county court house, is on the jury panel of Crook county this term. Mr. Jackson is now a rancher of the Agency Plains district and a permanent resident of this county. He has been farming on the plains for the last five years.—Review.

## EXHIBIT OF HORSES AT THE COUNTY FAIR

Crook's Thoroughbred Horses Make Excellent Show--Exhibit Is Of High Merit.

The principal stock exhibit at the Crook County Fair was of the finer grades of draft horses, and this exhibit is said to have compared favorably with any made in the state. In the Percheron class, a mare owned by G. Springer of Culver won first place, with Will Wurzweiler's mare "Kitty," second, Thomas Sharp Jr., Charles Montgomery, J. F. Taylor, W. S. Cocran, T. J. Ferguson and Stanley Morris also showed some fine prize-winning Percherons.

The imported Shire horses owned by the Baldwin Sheep & Land Company of Haycreek were one of the features of the stock exhibit, the stallions "Blaisdon Glory," "Blaisdon Standard" and "Baldwin's First," a native colt, easily winning the honors in the Shire class, while "Airsville Patch," their Shire mare, was also a prize winner.

In the Clydesdale horses, the honors were won by horses exhibited by S. A. Prose, J. M. Montgomery and J. H. Gray. G. Springer, J. L. Windom and the Haystack association carried off the honors in the Belgian class, exhibiting their very classy Belgian stallion, among other animals which they had at the show.

Crook county has a right to be proud of its fine stock and especially of its high grade draft stock, which has been greatly improved in recent years by the importation into this section of a number of animals which would be prize winners in any country.

## COURT DECIDES IN FAVOR OF MARION R. BIGGS

Salem, Or., Oct. 20.—On the ground that there is no averment in the information of the facts constituting the alleged crime of which defendant was charged or of the nature or character of the offense of which he was convicted or that the acts committed by him were such as would justify his removal or suspension or that he has been guilty of unprofessional or improper conduct, or that he is in any way unfit to be a member of the bar, the Supreme Court, in an opinion rendered by Chief Justice Bean, this morning sustained the demurrer to the proceedings brought for the disbarment of Marion R. Biggs.

Biggs, an attorney of Prineville, was convicted of subornation or perjury in the federal court in Portland in connection with the land-fraud cases, and given a jail sentence.

The court also holds that the crime of subornation of perjury is not a felony or misdemeanor involving moral turpitude, within the meaning of the statute under which the proceeding is brought, and that unless the crime comes within the statute, the provision, as the conclusive effect of the conviction, has no application.

## INTRODUCING NEW VARIETY OF BARLEY

G. L. Paxton is introducing a new variety of barley in this section, the grain being of a dark, purplish color, and being known as Black Barley. Mr. Paxton secured the seed from a farmer in Baker county, and on March 20 of this year sowed it on his ranch six miles North of Madras. The barley ripened two weeks earlier than any wheat in that vicinity, and when threshed, yielded 29 bushels to the acre, while wheat on land adjoining only yielded 5 bushels to the acre.

The Black Barley is bearded, but is hull-less, and shells out like wheat. Mr. Paxton says he believes it is the finest grain for feed purposes ever grown in this section. He has about 60 bushels for sale this year, for seed purposes, and is asking 5 cents per pound for it. The seed he imported this Spring cost him in the neighborhood of 10 cents per pound. Mr. Paxton says he is convinced that the Black Barley is especially adapted to this soil and climate, and he believes it will become one of the big crops of this section.

### COAL FIND CLOSE TO PRINEVILLE

Prineville, Or., Oct. 22.—Coal in workable quantity is the latest find reported in Crook county, the vein being located on or near the property of Herman Poch, its discoverer, three miles up the Ochoco creek from this city. Specimens brought to Prineville by Poch reveal a very fair grade of fuel coal, excellent for steam or heating purposes. The man thus far has refused to tell any one just where the coal was found, but the samples are evidently an outcropping taken from a few feet below the surface.