

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, JANUARY 21, 1909.

NO. 23

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.
First-class Livery in Connection
J. W. LIVINGSTON, Proprietor
MADRAS, OREGON

Madras Harness Shop

E. M. DAVIS, Prop.
LOCATED IN POSTOFFICE BUILDING
Just received a full line of Horse Blankets, Collars, Buggy Whips, Collar Pads, Whip Stocks and Lashes, Spurs and bits.
Horse Furnishing Goods Always Kept In Stock
Repairing Neatly Done Prices Are Lowest
Give Me A Trial

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Carries a Complete Line of Drugs, Medicines, Chemicals, Household Remedies, Fragrant Sundries and Photo Supplies. Country Mail Orders I give my personal attention. A Graduate in charge. Safe delivery guaranteed. Your prescription by special delivery and Post Destroyers. Stock Foods and Dips of all kinds. Agency for Eastman Kodak. Both Phones. WHOLESALE AND RETAIL.

THE DALLES, OREGON



MADRAS MEAT MARKET

JAMES W. HURT, PROPRIETOR

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Fish, Vegetables and Country Produce

MADRAS, OREGON

AT ROBINSON'S BIG STORE

BARGAINS BARGAINS BARGAINS
ANNUAL CLEARANCE SALE
Preparatory To Taking Stock

For the next 15 days, commencing Thursday, December 31, we will offer at exceptional bargains a lot of staple merchandise to clean up at 10 to 25 per cent off. This includes Dry Goods, Shoes, Dishes, Hats, Caps, Notions, Etc., Etc., Etc.

All Misses' Coats At Prices That Will Sell Them
J. C. & M. A. ROBINSON
GENERAL MERCHANTS
MADRAS, OREGON

A. M. WILLIAMS & CO. BUILD SOON NITO

DEALERS IN
Dry Goods, Clothing,
Furnishing Goods
BOOTS AND SHOES
HATS AND CAPS

THE DALLES OREGON

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I have more buyers than I have land for sale
Ora Van Tassel
LAND AGENT
MADRAS, OREGON

T. B. TUCKER

Horseshoeing and
General Blacksmithing
WAGON AND
PLOW WORK
First-Class Work Guaranteed
Located in the old Brooks shop
MADRAS, OREGON

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NEW STOCK
Fine stock of Harness, Collars, Bridles, Halters, Whips and other articles kept in a first-class Harness Shop

DURABLE LINE OF SHOES

Wheat Taken In Trade

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MADRAS, ORE.

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LOUCKS BROS
MADRAS, OREGON

The Pioneer gives you the home and county news and keeps you in touch with your surroundings. Subscribe for it. Price \$1.50 per year.

CENTRAL OREGON

Work Will Begin Within Two Months

GENERAL MANAGER RETURNS FROM TRIP EAST

Heads Of Harriman System Have Not Yet Decided Between Proposed Routes.

Last Sunday's Oregonian contained the following very encouraging railroad news:

"Authority will probably be given us to start work on the Central Oregon line within the next two months," said General Manager O'Brien of the Harriman lines, upon his return yesterday from an extended trip East. While Mr. O'Brien's trip was largely a personal one, he dropped in at Harriman headquarters at Chicago and New York and talked business with the heads of the system. Some of this talk, naturally, was about the mid-Oregon project that promises to be Oregon's biggest piece of railroad construction during 1909.

"They are figuring out which is the best route to reach the Central Oregon territory," said Mr. O'Brien. "We have several alternate surveys reaching the same district. Just which is the most practical one to build, grades, cost of operation and difficulty of construction being considered, is what has not yet been decided.

"I favor the Deschutes route because I think we will get the best grades, capable of the easiest operation, that will in the end prove the most economical line to build and maintain. It is naturally a line of low grades, following very closely the Deschutes river for a long distance."

Three different lines into interior Oregon are being considered for the Harriman line. One is up the Deschutes, another south from Shaniko, being an extension of that feeder of the O. R. & N., and a third is the extension of the Corvallis & Eastern east from Detroit, across the summit of the Cascades near Mount Jefferson and thence down into the Central Oregon prairies to Redmond, the center of the Deschutes irrigated district.

The distance to Redmond, the objective point of all three lines, is practically the same by each route, about 125 miles. The Shaniko route is probably the cheapest to build, costing, it is believed about \$900,000. This line would not be one of easy grades, but would go up and down hill in a way that would make the profiles resemble the teeth of a saw.

The line from Portland to Albany and Detroit and thence across the Cascades, it is said, would cost about \$2,000,000. It would be a practicable road, but would not, it is thought, be equal to the Deschutes line in point of easy operation and few grades. The Deschutes road is the most expensive of all to build, costing not less than \$4,500,000.

The Deschutes route, if followed, will mean eventually a road south from Red-

mond to Odell and thence clear across that portion of the state lying east of the Cascades to Ontario, carrying out the original project of the Oregon Eastern, surveys for which are already on file in the Harriman offices in this city. If the Deschutes line is built, it will have an advantage over any line into the interior that taps the Southern Pacific, either from the western or southern part of the state, because products hauled out on it will have to find their market in Portland. If that district were drained from the Southern Pacific line entering Central Oregon on the south, these products might go to San Francisco.

WILL IMPROVE THE COW CANYON ROAD

Wasco County To Spend \$500 On Grade And Crook Expected To Help.

Wasco county will spend \$500 on the Cow Canyon road during the coming Spring, toward reducing the grade and improving that much-traveled highway. This was decided upon at the last meeting of the county court at The Dalles, and an effort will be made to secure some co-operation from the Crook county authorities.

Some time ago the people at Shaniko asked that a special tax of 2 mills be levied in their district by the county court, for the purpose of creating a special fund to be spent in improving the Cow Canyon road. The levy in the county for road purposes in the previous year had been three mills and the Shaniko people desired to have their levy increased to five mills, the increase to be set aside for this special purpose. At the meeting of the county court at which the tax levy was fixed, however, it was decided to increase the tax for road purposes throughout the county to five mills, and the Shaniko people were notified that out of the taxes collected from this levy, an appropriation would be made by the county court equal to the amount which would have been raised by the desired 2-mill special levy, for use on the Cow Canyon road. This appropriation will be approximately \$500, and it will become available the coming Spring.

PASSENGERS WALK ACROSS THE COLUMBIA

O. R. & N. Blockaded---Passengers Cross On Ice To North Bank Road's Train.

Five hundred passengers on snow-bound O. R. & N. trains from the East crossed the Columbia river on the ice at The Dalles, last Friday afternoon, and took the North Bank road to Portland. They crossed the ice without mishap to any of the men, women or children who composed the large crowd of snow-bound passengers. Boarding the North Bank train they proceeded to Wind Mountain, 10 miles East of Cascades, where they ran into another snow drift, which held them for several hours, and they did not reach Portland until early Saturday morning. Only a few hours after they crossed the Columbia on the ice, the O. R. & N. blockade was opened and traffic was resumed on that line.

The trip across the river was made in single file by the 500 passengers, and it was more than hour before the last of the long line had reached the Washington side. The ice was 18 inches thick in the middle of the river and 24 inches thick nearer the banks, so there was no danger of breaking through. A path had been broken through the frozen snow which covered the ice. The baggage was hauled across the ice on hand-sleds, but the registered mail was held and deposited in the vault of a bank for safe keeping.

Considerable discomfort accompanied the transferring of the passengers, as the waiting-room facilities on the North Bank could not accommodate the large number of passengers, and women and children as well as the men were compelled to stand around in the cold for three or four hours while waiting for the train.

General Manager O'Brien of the O. R. & N., who was returning from New York with other high railroad officials, was blockaded at The Dalles in his private car, and personally superintended the work of opening up the line and looking after the comfort of the passengers. The blockade on the O. R. & N. was due to a snow-drift at Wyeth, and traffic between The Dalles and Portland was at a standstill on the Oregon side for the day.

CHINOOK WINDS CUT OFF HEAVY SNOW

Weather Moderated Friday--Water Soaking Into The Ground Very Rapidly

A genuine "Chinook" wind began blowing across this section last Friday forenoon, bringing about a remarkable change of weather in a very short time. In half an hour's time of the beginning of the chinook the temperature raised 24 degrees, and by noon the mercury stood near 55 degrees above zero. This change was a remarkable one, when it is remembered that three days prior to that time the thermometers registered 46 below zero, the variation in three days being more than 100 degrees.

As soon as the chinook wind, or Japan current, began to blow the snow commenced melting, and in a few hours the 18 inches of packed snow had melted down to about six inches of slush. Water poured from the eaves of every building and every low place in the basin was soon overflowing with water. The chipmunk continued through Friday, Saturday and Sunday without abating, by the end of which time there was little snow left.

No great amount of damage has been reported as a result of the sudden thaw. Main street in Madras, which appears to be lower than the adjoining lots, had the appearance of a lake, and several cellars along this street were filled with water. Others were saved only by constant watchfulness and draining the water away from the buildings. Willow creek showed little effect from the flood conditions in the basin, though the melting snow near its source caused a good-sized stream to come down the creek Sunday night.

It is reported from the farming districts adjacent to Madras that there had been little frost in the ground when the snow fell and that most of the water from the melting snows has gone into the ground. In the basin the ground was frozen to a depth of several inches, which accounted for the depth of the water on the flat.

More than two feet of snow fell throughout this section and the general opinion is that most of the moisture was saved by soaking into the ground. Farmers throughout the district are jubilant over the greatly improved prospects for a big crop next season.

GOVERNOR CHAMBERLAIN ELECTED U. S. SENATOR

Popular Choice Of Last June Wins The Toga

Governor George E. Chamberlain was elected United States Senator from Oregon, at the joint session of the legislature Tuesday. His election has been practically assured since last June, when he received a majority of the votes cast for United States Senator in the general election. This popular majority gave him the pledged support of 38 republican legislators who had signed Statement No. 1, pledging themselves to vote for the people's choice for United States Senator, as expressed at the June election. These Statement republicans, with the democratic members of the legislature, gave Governor Chamberlain the necessary majority. The new Senator has twice been elected governor of Oregon on the democratic ticket.

ITEMS FROM OUR EXCHANGES

Has Bad Record
Jim Finch, sentenced to hang February 5 for the brutal murder of Ralph Fisher, had an experience in Prineville a few years ago during the timber rush. He acquired a whisky bill and when Isom Cleek asked him for a settlement, drew a "gun" and started to shoot at the proprietor. John Dell took the gun away from Finch before he fired a shot and held it until he was seated in an outgoing stage. Dell then gave Finch his gun, minus the cartridges.—Prineville Review.

Expects C. & E.
Mr. Spoo, the gentleman from the Valley who is to start a sawmill west of Laidlaw, reports that the Corvallis & Eastern is shipping great quantities of ties and storing them at Detroit, the eastern terminus of that road. Just before leaving Lebanon, his old home, he saw several carloads of ties destined for Detroit. He believes that this is a sure indication that the C. & E. will be extended through this section, for why would the railroad ship such quantities of ties there if they were not to be used in extending the road.—Don Ballinger

O. C. COLLVER

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Justice of the Peace
CULVER PRECINCT

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MADRAS OREGON

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MADRAS OREGON

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