

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON. THURSDAY, FEBRUARY 18, 1909.

NO. 27

MADRAS LIVERY

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WAGON AND
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First-Class Work Guaranteed
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INTERESTING INSIDE RAILROAD HISTORY

Harriman Attorney Gives Reasons For Delay

CHAMBER OF COMMERCE ASKS STATE AID

W. F. Nelson Denies Oregon Trunk Line is Holding Up Harriman Work

There was a meeting of the transportation committee of the Portland Chamber of Commerce last Thursday, at which time some interesting inside facts regarding the railroad situation in Central Oregon came to light. The Chamber of Commerce called a special meeting for the purpose of discussing the need of a railroad in Central Oregon, and to take steps towards procuring state aid in the construction of railroads needed. At the meeting a committee of Portland business men was appointed to go to Salem and work for the passage of the bill now before the legislature, which will give the state or districts of the state power to build railroads, and a resolution was adopted calling for state support for railroad construction.

Criticism of the Harriman policy at this meeting brought from Mr. Cotton, general counsel for the Harriman interests, some interesting inside facts regarding the proposed Harriman road up the Deschutes. In effect Mr. Cotton charges that the delay has been forced upon them by others, the Oregon Trunk Line particularly, this company having surveys identical for a portion of the way with the Harriman project. Mr. Cotton stated that the Oregon Trunk Line had made two distinct offers to sell out to the Harriman interests, once for \$82,000, and later when half the property had been acquired by Porter Brothers, for \$310,000. He says the Harriman people consented to buy at the first named price, and paid over \$17,000 on the price, but the Oregon Trunk Line did not transfer its rights, and the money was returned.

It also developed that litigation between the two warring roads had been in progress for months. A representative of the Harriman road has also been in Washington for several weeks, trying to get action on the right-of-way maps of the Deschutes railroad, as the Harriman line is known, but without success. Conflict with the Oregon Trunk Line, and trouble over right-of-way on government land, are alleged to be the reasons for the present delay in the construction of the Harriman line. Mr. Cotton suggested that the Chamber of Commerce could use its surplus energies

to good advantage by assisting in getting these right-of-way maps approved.

STATEMENT BY MR. NELSON

Regarding Mr. Cotton's charges that the Oregon Trunk Line was delaying the construction of the Harriman road up the Deschutes, W. F. Nelson, who promoted the Oregon Trunk Line, made the following statement to a Portland newspaper:

"Mr. Cotton goes into details as to how his company has been struggling since 1906 to build this road into Central Oregon and even how he had helped to carry down to the bank on July 24, 1908, \$17,724.99 to buy off our company. This was one of the Harriman bargain days, hence the 99 cents. By the way, I held an umbrella over the money bags on the way to the bank, so the Harriman official would not faint before he reached the bank.

"Mr. Cotton, in telling his troubles, did not tell the other side. He says his company started in 1906 to run a line up the Deschutes river, but he does not say how far they ran the line. The fact is, they located only about 38 miles in 1906, and then quit work until September, 1908, thinking they had delivered a solar plexus blow, while the Oregon Trunk had located its line about 100 miles in 1906 and filed its maps.

"Mr. Cotton also attacked the right of the Oregon Trunk Line to do business in the State of Oregon, but at the same time he admits he offered to pay \$94,000 for the same rights and, in fact, they offered more than twice that amount. Why should he want to buy at any price if we had no rights? Why should he want the Chamber of Commerce to help get these worthless rights out of the way?

"I will tell you why. Because today the Oregon Trunk Line is the only bona fide corporation in the State of Oregon headed for Central Oregon that is not owned and controlled by the Harriman system. They are also afraid it might become a link in some other transcontinental road. Mr. Cotton also puts great stress on being held up by water rights. This is all bosh. The Oregon Trunk Line is not being held up by the water companies, so his company could not be.

"Another thing. In 1906, when Mr. O'Brien started in to survey up the Deschutes, I asked him if he wanted to build. He told me no, they did not, but they did not want anyone else to build, as they might want to some day."

COW CANYON ROAD WORK IS ASSURED

Sufficient progress has been made in the effort to secure a subscription of \$600 in Crook county for the road work in Cow Canyon, to justify the statement that the improvements contemplated will be made, and that the work will be started at once. Although the money has not yet been collected together, a good part of it has been subscribed, and there is every assurance that the balance will be forthcoming.

In a letter to Max Lueddemann, Mr. H. C. Rooper, county commissioner of Wasco county, who attended the road meeting at Madras, says that at Haystack he secured from the B. S. & L. Co. a subscription of \$100, and that Mr. Rice, member of the company, has taken the matter up with the Prineville business men, who will do their part toward making the improvements. Mr. Rice was at Prineville the last of the week and brought the matter before the Prineville Commercial Club.

Mr. Rooper states in his letter that he has taken the matter up with the county judge of Wasco county and hopes to get the work started in the near future. Wasco county was ready to go ahead with the expenditure of at least \$600 on the road, provided Crook county would subscribe that amount to help with the work, and the subscription being assured, there is no further reason for delay.

AGREEMENT REACHED ON 320-ACRE HOMESTEAD

Washington, Feb. 11.—The conference committee which has had the enlarged homestead bill under consideration practically all of this session of congress yesterday came to an agreement. The bill as agreed upon and which undoubtedly will become a law provides for 320-acre homestead entries of non-timbered, non-irrigable land in Western states, provided that in the state of Utah residence upon the land shall not be required until after the aggregate acreage of land entered under the act reaches 2,000,000 acres, and provided no land shall be subject to entry until designated by the Secretary of the Interior as not susceptible of irrigation at reasonable cost from a known water supply.

DESCHUTES ROAD TO START AT ONCE

An announcement Comes From Mr. O'Brien

HARRIMAN ORDERS TO HASTEN THE WORK

Will Build From Mouth Of Deschutes To Redmond—Line Will Cost \$4,773,000.

The Harriman line into Central Oregon is to be built at once, construction having been ordered to begin without delay on the line up the Deschutes river. This announcement was made by General Manager O'Brien of the O. R. & N. Company at Portland Monday, when he received telegraphic advice from Chicago giving him authority. Work will begin on the new line as soon as right-of-way obstacles can be removed and contracts let for the work.

The first link of the North and South road across Central Oregon will be built from the mouth of the Deschutes river to Redmond, a distance of 130 miles. The line follows up the Deschutes river as far as the mouth of Trout creek, where it leaves the canyon of the Deschutes and comes out onto the high plateau bordering the river, crossing the East side of Agency Plains and extending South as far as Redmond by the Trail Crossing route. It is estimated that it will require between a year and 18 months to complete the line to Redmond, and that the cost will be \$4,773,000. The line chosen for the Central Oregon road is the most expensive of the several proposed Harriman routes, but it is a water-grade line and the least expensive to operate because of the low grades.

It is also announced that construction work will be pushed all along the line from the mouth of the river to Madras, so as to complete the line in the shortest possible time. From this place on South the work is comparatively light.

The survey for the Deschutes road passes through Madras, and extends from this place South around Juniper Butte and with a crossing over Crooked river at Trail Crossing. Three surveys were run for the crossing over Willow creek at Madras; One East of the town with a crossing near the Phillips dam; a second along the Eastern edge of the plains with a crossing over the head of Willow creek gorge just West of town, and the third crossing the flat near the Madras flouring mill. It is not known which of these routes will be chosen, further than that the choice lies between the two last-named routes, either of which insures the permanency of Madras as the trading center of a large territory.

SHERMAN COUNTY DEBATERS WIN OUT

Moro, Or., Feb. 11.—Crook County high school met the Sherman County high school team in joint debate last evening, being defeated by a vote of 2 to 1. An interested audience heard the debate and gave applause to both teams. The subject was: "Resolved, That the Federal Government should establish a parcels post in connection with the postal system."

Sherman county had the affirmative, being represented by Dayton Hendricks, Veda Dunlap and Mae Smith. The negative was represented by Walford Balknap, Frank Lafollette and David Pickett. The judges were Rev. Herbert White, Professor Young and Mrs. U. S. Dodge, all of The Dalles.

Arrangements are now being made for the winning Sherman county team to meet the Umatilla county champions at Pendleton.

ITEMS FROM OUR EXCHANGES

Cattle Bring Good Prices

Cattle are cattle these days. Buyers are paying 54 cents for fat steers delivered at Shaniko now, and reports say they are eager to buy large bunches at this phenomenal price, the largest ever received here. When it is understood that 54 cents means approximately \$70 for a prime steer, people can readily see what the cattle industry is to the country; and in spite of contrary reports it is claimed that there are fully as many head of cattle in the county now as ever. —Prineville Review.