

# The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, APRIL 1, 1909.

NO. 33

## MADRAS LIVERY

GOOD RIGS, GOOD TEAMS  
CAREFUL DRIVERS

J. W. LIVINGSTON, Prop.

## EASTERN OREGON Banking Co.

FOREIGN EXCHANGE BOUGHT AND SOLD  
DRAFTS ON ALL PARTS OF THE WORLD

Capital Stock, \$50,000  
Deposits, \$250,000

SHANIKO, OREGON

## Trout Creek Sawmills

ASHWOOD, OREGON

NOT IN THE TRUST

14 miles from Haystack. Rough Lumber \$11.00 per thousand at mill. Flooring and finishing lumber \$30.00 per thousand. Other goods in proportion. Address GEO. B. LEE, Mgr., Ashwood, Oregon

## A. E. CROSBY

PROPRIETOR

## POSTOFFICE PHARMACY

Carries a Complete Line of Drugs, Medicines, Chemicals, Household Remedies, Toilet Articles and Photo Supplies. Country Mail Orders I give my personal attention. A Graduate in charge. Safe delivery guaranteed. Your prescription filled. Strychnine and Pest Destroyers. Stock Foods and Dips of all kinds. Money for Eastern Kodaks. Both Phones. WHOLESALE AND RETAIL.

DALLES, OREGON

## MADRAS MEAT MARKET

JAMES W. HURT, PROPRIETOR

## FRESH AND CURED MEATS

Fish, Vegetables and Country Produce

DALLES, OREGON

## AT ROBINSON'S BIG STORE

### Notice To The Public

On and after March 1 we will discontinue all open credit business and sell strictly for cash or on approved security. And by giving bottom prices on all lines of goods, we will make it an object to all our patrons and friends to continue dealing with us.

We are forced to adopt this system as we are no longer able to continue the open credit business

J. C. & M. A. ROBINSON  
GENERAL MERCHANTS  
MADRAS, OREGON

## A. M. WILLIAMS & CO. O'BRIEN TAKES

DEALERS IN

Dry Goods, Clothing,

Furnishing Goods

BOOTS AND SHOES  
HATS AND CAPS

THE DALLES OREGON

## List your property

WITH

## VAN TASSEL LAND CO.

We have more buyers than we have land for sale

ORA VAN TASSEL, Manager  
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

## SUMMER SHOES

Laest Styles  
Lowest Prices

## HARNESS A Full Line

Heavy Work Harness, Fancy  
Driving Harness; COLLARS,  
WHIPS, Halters, Etc., Etc.

B. S. LARKIN  
MADRAS, ORE.

## Wall Paper

NEW STOCK-NEW STYLES  
PARLOR, INGRAIN &  
KITCHEN PAPERS

## FURNITURE

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.

## HOPEFUL VIEW

Expects Construction Of  
Deschutes Line To  
Begin Soon

## HENNY'S RECOMMENDATION WILL DECIDE

General Manager O'Brien Of O. R. & N. Believes Reclamation Engineering Will Make Favorable Report

Upon his return from Los Angeles, where he was called to confer with Mr. Harriman, General Manager O'Brien of the O. R. & N. Co., gave the following interview to a Portland paper regarding the Deschutes Railroad right-of-way difficulties, which Mr. Henney, a Reclamation Service engineer, is coming out from Washington to assist in adjusting:

"Mr. Henney is a reliable man," said Mr. O'Brien. "While I do not think he will discuss the matter as to whether the railroad or the dam is to be paramount, he will undoubtedly see if the dam is to be dispensed with. And in this connection it cannot be made too emphatic that this dam is not an irrigation project, but a dam for raising power, and as Mr. Bosche has pointed out, this power can be raised in other ways.

"Portland should be vitally interested, for when the Central Oregon line goes through I believe 90 per cent of the freight will come here. The road, as we have at present surveyed it, will cost \$40,000 a mile, and it is an expensive road that costs \$25,000 a mile. If this figure is forced up any more freight rates will be so high as to be out of the question. That is the situation at present with the proposed Corvallis & Eastern and Columbia Southern roads. I am confident that no matter if we build through the easiest and cheapest way, we will not get a cent of dividend for over five years, and that we shall do well to clear expenses at the end of that time.

"When Mr. Henney comes, I shall give him all the assistance in my power, and let him have an engineer if he wants one. He probably will, for Mr. Henney knows something of what the country is like."

Mr. O'Brien then went on to state he believed that the government had hardly treated the company right at Washington, in holding up its maps and plans and in not giving the attorneys a definite answer one way or the other. The matter certainly deserved it he considered.

While Mr. O'Brien did not definitely state, it appeared as if he believed the final commencement of construction of the Deschutes river road would not be much further delayed. It was entirely over this question that the conference had been called, and Mr. Harriman had some definite plan in mind when he chose to assemble his lieutenants around him at Los Angeles. It is generally believed that the government has recognized the immense importance the Central Oregon railroad would be to the country and that the dam project might be minimized or removed entirely. The original idea of the Government, it is said, was that the line should enter the canyon at a point 100 feet over the river and that this height should be maintained. With various private water rights taken up on the river, the Harriman line would be rendered impossible of operation, as no line could possibly be maintained at that height above the river.

### ROAD'S FATE IN HENNY'S HANDS

D. C. Henney, supervising engineer of the United States Reclamation Service, is in the city, and is wrestling with the Deschutes canyon dam site and the Harriman surveys for railroad extension into Central Oregon. He has been here for two days, and has devoted practically his entire time to this knotty and extremely important problem. Upon the result of his investigations and his recommendations to the Government at Washington will depend the consummation or the abandonment of the Harriman plan to send the road up the Deschutes river, says the Telegram.

In case Mr. Henney advises the Government that the dam site at Sherars bridge, 30 miles up the canyon, is essential to the conservation of the general water rights for irrigation purposes,

Harriman will without the shade of a doubt give up the proposition and seek new rights of way for tapping the interior. This would be inevitable for the reason that to save the dam site at that point the railroad would have to be driven 100 feet above the river, and for a considerable part of the distance it would mean the hewing of a graded out of solid basaltic cliffs. This would entail an expenditure three or four times the estimated cost of \$4,500,000.

But should Mr. Henney decide that the present location can be relinquished and new fillings made at some point nearer the head waters of the Deschutes, it will be possible for the Harriman line into Central Oregon to be gotten under way within a comparatively short time.

It is stated that Reclamation Engineer Henney will make no recommendations as to the feasibility or practicability of the railroad project, but will confine himself solely to determining how the Government's water rights may be conserved, whether the reclamation work can be prosecuted along established lines with or without the Sherars bridge dam site.

Official announcement of what Mr. Henney's recommendation will be will probably not be available here until he has made his report to the department at Washington. It will take him a week at least to go over the surveys, prints, charts and other documentary evidence. His decision may be expected any time thereafter.

Harriman officials have announced repeatedly that they will be ready to begin construction within a week after the Government has approved the railroad maps. This approval might be withheld some little time even after Henney's report has been transmitted and passed upon.

## TO INCORPORATE TOWN OF MADRAS

A movement is on foot to incorporate the town of Madras, and unless unexpected opposition develops, the plan will doubtless be carried out without a hitch. Three years ago an attempt was made to incorporate the town, but at that time the number of residents was barely within the limit and the opposition of a few of these was therefore sufficient to prevent the incorporation.

At this time Madras has the required number of residents, and to spare, and there is no doubt a sufficient number of signers could be secured to a petition to meet the requirements in that respect. The county court has authority to incorporate towns with a population of 150, and 40 qualified voters residing within the territory seeking to be incorporated must sign the petition.

The matter of incorporating the town will be brought up at the next meeting of the Chamber of Commerce, and will be thoroughly discussed.

### WILL SURVEY INDIAN ALLOTMENTS

W. C. Wieman returned yesterday morning from Northern Idaho, where he has been employed with a surveying party for several weeks. He left in the afternoon for the Warm Springs reservation, where he will run out the lines for a number of allotments made to Indians on the reservation. Many of the allotments made in recent years on the reservation have never been surveyed, and Mr. Wieman has been employed by Supt. Covey to run out the lines of these allotments. Every Indian—man, woman or child—on the reservation is entitled to an allotment of 160 acres, and some of the Indians have secured very valuable tracts of land.

### MAIL STAGE HAS ACCIDENT

The Prineville mail stage out of Shaniko upset at the head of Cow Canyon last Wednesday night, and a passenger whose name was not learned was injured in the accident. It was reported here that the passenger had his collarbone broken, and was otherwise quite painfully injured. The mail was delayed for several hours, the Madras mail stage reaching here about noon.

The accident occurred just after the stage started down the canyon, the point where it occurred being one of the worst places on the Cow Canyon grade.

### SILVER MEDAL CONTEST

A temperance recital contest will be held at the M. E. church Thursday evening, April 8, by nine of the young people of Madras and vicinity. Program will begin at 8 o'clock. The recital will be interspersed with appropriate songs. The contestants are:

Jennie Harper, Ethel Cowherd, Lorena Hill, Elsie Northrup, Ethel Klann, Ruth Clark, Ula Sanford, L. A. Mays, Melba Kidder.

Admission, adults 25c, children 10c. Motto—"We contest for truth."

## BUYS SECOND CAR-LOAD OF FAT HOGS

Davenport & Stroud Of Prineville Buy Madras Porkers For Shipment To Portland

Davenport & Stroud of Prineville purchased a carload of fat porkers in the Madras country last week, and left with them Friday for Portland where they will be sold again. The hogs were freighted out to Shaniko, this method of getting them to the railroad having proved more satisfactory than driving them through. The price paid for the hogs was 5 cents per pound on foot, and there were 150 head bought with an aggregate weight of between 35,000 and 40,000 pounds.

This is the second shipment of hogs from Madras to Portland, the same firm having bought a carload several weeks ago, upon which they made a good profit. Other shipments will be made, and with a ready market for their porkers, the hog industry promises to become a very profitable one for the farmers of this section. Mr. Davenport says the buyers of the other carload of hogs said they were the best lot of porkers that had been brought to Portland.

## GOVERNOR COSGROVE OF WASHINGTON IS DEAD

Samuel G. Cosgrove, governor of the State of Washington, died at the Paso Robles hot springs in California last Sunday morning. Heart failure was the immediate cause of death, which came very suddenly and unexpectedly. Although he has been at Paso Robles almost continuously since last November, taking treatment, all recent reports from Governor Cosgrove's bedside were most encouraging, and his early recovery was confidently expected by his family and friends.

The election of Governor Cosgrove last November was the crowning of his life's ambition to be governor of the State of Washington. He won the nomination in the Republican primaries on second choice votes, no candidate having received a majority of the first choice votes, but Governor Cosgrove having a majority of the first and second choice votes cast in the primaries. It was during the strenuous campaign preceding the primaries that his health broke down, he was compelled to retire to his home for rest, and after his election as Governor, to Paso Robles. He made the trip from Paso Robles to Olympia in January, to take the oath of office as Governor, and returned immediately to the hot springs.

Governor Cosgrove and his eldest son, Howard, visited in Madras for several days two years ago, and are pleasantly remembered by a number who met them at that time.

### GREEN HOTEL CHANGES HANDS

The Green Hotel has changed hands again, W. C. Moore having bought the lease held on the property by H. E. Turpin, who has been conducting the hotel for about two months past. The deal also included the sale of all the furniture and equipment of the hotel, and Mr. Moore took charge of the property yesterday. The hotel building belongs to J. C. Cockerham of Butler, Oregon.

Mr. Moore, who bought the lease for the Green Hotel, now has a monopoly on the hotel business in Madras, as he is also running the Hahn Hotel.

### ITEMS FROM OUR EXCHANGES

#### Scramble For Siletz Land

For 24 long, tedious, nerve wracking hours, scores of applicants, among whom were a large number of women, kept vigilance before the doors of the land office in the Worcester building until 9 o'clock this morning, the time set for receiving filings on lands embraced in the former Siletz Indian Reservation. All day yesterday and all night last night the crowd moved restlessly back and forth in the corridors. When night came some slept on the floor, some leaned against the walls, while others sat in chairs snatching a few stray hours of sleep. When the doors finally opened 104 presented their applications.

Fred E. Naylor, a civil engineer of this city, and Charles A. Hughes, a timber cruiser of Bimiji, Minn., were the first in line, having appeared at the Portland land office yesterday morning at 9 o'clock, and have been maintaining careful vigil ever since. They were at the head of the long column of home-seekers this morning, and were given the two first numbers by Register Dresher and Receiver Bliese in recognition of their ever faithful watchfulness. —Portland Telegram.