

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, APRIL 8, 1909.

NO. 34

MADRAS LIVERY
GOOD RIGS, GOOD TEAMS
CAREFUL DRIVERS
J. W. LIVINGSTON, Prop.

EASTERN OREGON Banking Co.
FOREIGN EXCHANGE BOUGHT AND SOLD
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Capital Stock, \$50,000
Deposits, \$250,000
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Trout Creek Sawmills
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Mills 14 miles from Haycreek. Rough Lumber \$11.00 per thousand at the mill. Flooring and finishing lumber \$30.00 per thousand. Other prices in proportion. Address GEO. R. LEE, Mgr., Ashwood, Oregon

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THE DALLES, OREGON

MADRAS MEAT MARKET
JAMES W. HURT, PROPRIETOR

FRESH AND CURED MEATS
Fish, Vegetables and Country Produce

MADRAS, 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

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U. S. COMMISSIONER
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NOTARY PUBLIC
Justice of the Peace
CULVER PRECINCT
CULVER OREGON

W. H. SNOOK
PHYSICIAN & SURGEON
Offices in Drug Store.
MADRAS OREGON

MAX LUEDDEMANN
NOTARY PUBLIC
Pioneer Building
MADRAS OREGON

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ABSTRACTER OF TITLES
NOTARY PUBLIC
Fire Insurance, Life Insurance, Surety Bonds
Real Estate, Conveyancing
PRINEVILLE, OREGON

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The First National Bank
OF PRINEVILLE, OREGON
B. F. ALLEN, President,
T. M. BALDWIN, Cashier,
WILL WURWELLES, Vice Pres.,
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THE DALLES, OREGON

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We have more buyers than we have land for sale
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Engineer's Report Has Gone To Washington

INSPECTED DESCHUTES ROUTE THIS WEEK

Decision Of Deschutes Canyon Controversy Will Depend On Result Of This Investigation

Last week, prior to Mr. O'Brien's leaving for San Francisco, Supervising Engineer Henne and Assistant Supervising Engineer E. G. Hopson of the United States reclamation service, who have been conducting the investigation into the Deschutes matter, arranged with Mr. O'Brien that the railroad and the reclamation service would make a joint inspection of the Deschutes canyon along the route of the proposed railroad. If the claims of the railroad company are found to be borne out by the results of this trip it is understood that the reclamation service will withdraw its opposition to the new line and will recommend that the maps through the canyon be approved, says the Portland Journal.

Messrs. Hopson and Henne are at The Dalles today making a personal investigation of the route, it is supposed, and will be here tomorrow for a conference with Mr. O'Brien.

"I expect to arrange the details for a joint trip through the canyon by representatives of the railroad company and the reclamation service next week," said Mr. O'Brien. "I hope that the outcome of this trip will be that the reclamation service will see fit to recommend the approval of our maps. If so we expect to go ahead with the work at once."

Mr. Henne, who was formerly in charge of the Umatilla project, was sent to Portland especially to look after the government's interests in relation to the construction of the Deschutes road. He and Mr. Hopson have been going over the situation carefully and have been conferring frequently with Chief Engineer Boschke of the Harriman lines as to the advisability of building the railroad along the top of the canyon instead of along the bed of the river. It is believed that they are convinced it would be impracticable to build a railroad above the river level and that if their trip with the railroad engineers next week verifies their opinions in this matter they will withdraw any objections on the part of the government against the construction of the line practically on the survey submitted by the Harriman engineers.

It is believed, however, that this permission to build through the canyon, if given, will be with the understanding that work on the Central Oregon railroad begin without further delay.

REPORT SENT IN MONDAY

The report of Supervising Engineer D. C. Henry was sent to Washington Monday, and all data and necessary information upon which to base a decision of the Deschutes right-of-way question will be in the hands of the Secretary of the Interior by the last of this week. Although prompt action has been promised, it may be two weeks or more before a decision is given, for it will take several days to reach the matter, and there is a mass of data to be gone over before the question can be finally settled.

Harriman officials in Portland appear to be confident that the report of the Reclamation Service engineers will not be so unfavorable that the road into Central Oregon cannot be built by the Deschutes route. While some conditions may be imposed, with regard to the conservation of the water power of the stream, in view of the importance of the railroad project to a large territory it is not believed that these conditions will be prohibitive. The engineering department of the O. R. & N. Company is busy with the plans for the construction of the Deschutes road, getting everything in readiness to go ahead at once, if a favorable decision is given in the right-of-way question. As soon as such a decision is received, bids will be asked and the contracts will be let.

Plans, blueprints and maps are being prepared, and other preliminary work being done which would be practically useless if the right-of-way is not approved. Plans for all the bridges on the line have been prepared, including the bridge over Crooked river near Trail Crossing. This bridge is said to be 200 feet above the water, with a span 200 feet in the clear. All this preliminary work indicates that the railroad company has no fears regarding the out-

come of the right-of-way controversy. The fact that Mr. Henry has asked that the right-of-way matter be given consideration at once by the Interior Department, without awaiting its turn in the affairs under consideration by that department, is also taken to indicate that his report will be favorable. Secretary Ballinger has already promised that he will render a decision in the matter as soon as all the facts are in his hands.

WILLIAM STEINKE IN- JURED IN RUNAWAY

William Steinke, a merchant at this place, met with a very painful and serious accident last Saturday afternoon while driving from his ranch to town. As he was driving down a short hill just South of town the horses started forward at a run and he was thrown under the front wheels of the wagon, his foot catching between the double and single trees. In this position he was dragged some distance before the horses stopped. He received a very painful scalp wound, the scalp being torn loose from one side of his skull almost from the crown of his head to his eyebrows. This was done, he thinks, by the heavy iron wheels on the wagon, which ran against his head. It was a miracle that his skull was not fractured by the contact. The length of the scalp wound may be judged from the fact that Dr. Snook, who dressed it, used a spool and a half of ligatures in sewing it up.

Mr. Steinke did not lose consciousness at the time of the accident, but as soon as he was able to extricate himself from under the wheels of the wagon he caught his horses, wrapped a sack around his head, and drove on into town, where he tied up his horses and then sought Dr. Snook.

PROSPERITY HITS CROOK COUNTY

A dispatch from Prineville to the Portland Telegram says:

That Crook county is in excellent financial condition, no one can question. With a million bushels of grain in the county last fall and no transportation save the freight teams, the supply is almost exhausted this Spring and wheat is selling readily at \$1 per bushel in the local market, while all other grains are at a correspondingly high figure.

Beef steers, of which a goodly number was fed during the past Winter, brought from \$4.50 to \$5.30 at Shaniko and Portland, and mutton sold at a record-breaking figure.

At the Shaniko wool sales, which will be held on June 1, 15 and 29, respectively, there will be offered one of the best clips of wool ever sold at any single place in the Northwest. The length of staple of the Crook county product will be better than usual because almost all sheep were liberally fed during the Winter, which will also increase the amount of wool that will be offered.

Abundant snowfall and an early Spring have combined to promise fine crops again this year.

PROTEST HOLDS UP PATENT

Salem, Or., April 1.—The desert land board this morning, during a brief special session, granted the application of the Deschutes Irrigation & Power Company for the opening up of 640 acres of irrigable arid land, representing canceled and relinquished contracts of liens in small and scattered parcels in several segregations along the Deschutes river, in Crook county, for sale at the increased average lien price of \$25 per acre. But the application for the opening up of approximately 7000 acres for patent and sale embraced in the Pilot Butte segregation was held up until a future meeting for investigation upon the questions of available water supply, conditions of contract, etc., which were raised in a written protest filed with the board by A. M. Drake of Portland, who claims interest in water power at Bend, which he alleges will be trespassed upon if the application for the sale of the land in the selection is granted. The D. I. & P. Co. was represented before the board by Attorney Jesse Stears of Portland.

MUD SPRINGS SCHOOL CLOSES

The school in the Mud Springs district closed a very successful 8-months term last Friday afternoon. The school closes early this year, but it opened earlier than usual, and there were not available funds for continuing the term longer. Miss Effie Taylor, teacher of the school, has accepted a position as teacher in the Ashwood school, and will leave for that place the last of the week. The term just closed is Miss Taylor's third year at Mud Springs.

IRRIGATION PROJECT IN MADRAS BASIN

Few of the residents of this dry farming district realize that there is an irrigated ranch within half a mile of Madras, but such is the case. A. S. Phillips is irrigating quite a large area of his land in the basin adjoining the townsite. The reservoir which he constructed by building a dam across the creek bottom at the upper end of his ranch is full of water, but as there is still quite a lot of running water in Willow creek, he is using only the surplus water now, reserving the water in the reservoir for later use.

The dam which forms the Phillips reservoir is several hundred yards long and the water is backed up over quite a large area. There is water enough contained in the reservoir at the present time to irrigate probably 100 acres or more, and Mr. Phillips plans to increase the capacity of the reservoir later on until all the irrigable land on his place can be covered with water. He has more than 400 acres of bottom land lying along the creek, which could be brought under a ditch from this reservoir.

At the present time Mr. Phillips has only a small portion of his land in alfalfa, but he also plans later on to increase this and put in a big tract in alfalfa. In addition to the alfalfa ground, however, he is this year irrigating a portion of his land which is in wheat. With a reservoir on his place sufficiently large to irrigate all of the bottom land, he would be entirely independent of the seasons, and his ranch would become a very valuable piece of property.

PRINEVILLE-SHANIKO AUTO SERVICE

Prineville, Or., April 2.—Six of the business men of Prineville have formed a company for the establishment and operation of an automobile line between this point and Shaniko, by way of Madras and Lamonta. The distance will be almost 80 miles, the greater part of which is a sandy road, comparatively level and with easy grades. A fund of \$4000 has been subscribed and a large car will be put into operation in a few days. It has not been decided yet whether the cars will be of gasoline or steam power. The present schedule will be arranged to leave Prineville each morning and arrive in Shaniko the same afternoon. On the return the machine will leave Shaniko at about 8 p. m. and arrive in Prineville soon after midnight. If this does not handle the traffic a second car will be put into operation, which will perhaps leave Shaniko in the morning, making the trip each way in daylight.

TEACHERS TO MEET AT BEND

A county teachers' institute, similar to that recently held at Madras, will be held at Bend next Saturday, April 10, Supt. Ford, who will conduct the meeting, urges that all teachers and school officers in that section of the county attend. The county superintendent is making a practice of holding these county institutes in different sections, in order that the teachers may meet for the discussion of the many topics of interest to them in the line of their work.

ITEMS FROM OUR EXCHANGES

Will Improve Telephone Service

Louis R. Robertson, special agent of the Pacific Telephone & Telegraph Company, was in Bend Tuesday. At the request of the Pioneer Telephone & Telegraph Company, he has come in to take charge of that company's system for a short time, being an expert telephone man. He states that his first task will be to put the Bend-Prineville line in better condition, and also plans to greatly improve the entire system. Mr. Robertson said he would make a very liberal proposition to the various farmers' lines whereby they could connect with the Pioneer's central offices in the different towns, thus securing service over all lines in the county, and at a very reasonable rate.—Bend Bulletin.

New Town On Deschutes

Joseph G. Houston, who is promoting the new development company which is commencing operations at Tetherow Bridge on the Deschutes, was in town today and returned to the scene of his work this afternoon. The company has laid off a townsite on the river and has secured the right of way for the construction of an irrigating ditch which will carry sufficient water to irrigate about 6000 acres.

This project was at first undertaken with the idea of locating a Dutch colony on the land, but negotiations with the colony people are now at an end, and the land will be disposed of to individual settlers.—Prineville Journal.