

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, MAY 20, 1909.

NO. 40

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MUST BUILD OR ABANDON CANYON

Railroad Project Up Deschutes Coming To A Head

OREGON TRUNK HAS 60 MORE DAYS TO FILE BOND

Unless Actual Work Begins At That Time, Harriman Has Clear Field In Canyon To The Interior

Promoters of the Oregon Trunk Line, which is fighting Harriman for the possession of strategic points up the Deschutes river canyon, must show the government that they mean business within the next 60 days or approval of survey maps will probably be withdrawn, leaving a clear field for Harriman. That at least appears to be the present status of the long delayed railroad invasion of Central Oregon, says the Portland Telegram.

It appears that maps covering all the locations, conflicting and independent, filed upon by the Nelson crowd, have been approved by the Department of the Interior. With the recommendation of the Secretary of the Interior is a stipulation which requires the locators to file a satisfactory bond and begin actual construction work within 90 days from the date of the formal notice of such approval.

Nearly a whole month has elapsed since the final series of maps of the Oregon Trunk were approved by the Department. These maps were for the 40 miles of survey below Sherars Bridge, covering practically the same route as that located by the Deschutes river line, or Harriman project.

While the government left it entirely up to the state courts to adjudicate matters relating to conflicting locations as between the Oregon Trunk and the Deschutes Railway, the first indication that the former is unable to meet the requirements set forth in the order approving its rights will clearly jeopardize its position. It is a matter of record that the Harriman engineers have done a vast amount of preliminary work which would enable the Deschutes project to go forward immediately upon the approval of the 90 miles of surveys along the upper reaches of the river, while the Oregon Trunk has not even prepared estimates as to what a road into Central Oregon along its proposed route would cost. This gives the Deschutes Railway a strong advantage in the struggle for supremacy and a fine opportunity to exclusive control of rights that are now in dispute, that is, of course, providing the Harriman maps which are being held up by the Interior Department are passed upon in the near future.

The Oregon Trunk crowd has been lying extremely low since it secured approval of its maps for the entire project, no statement of what its plans are having come from anyone in authority.

Further complications in the already tangled situation could easily arise in case the Oregon Trunk people should undertake to sell its rights to other than Harriman people. For instance, these surveys in the possession of an enemy like J. J. Hill might seriously embarrass Mr. Harriman. In fact the present prospects are entirely in favor of some very interesting developments in the various railroad camps concerned in the invasion of Central Oregon.

RAILWAY MAPS ARE NOT YET APPROVED

Inquiries are being made by Harriman officials in Portland of agents of the allied interests in Washington, D. C., to learn of the progress being made in securing the approval of the Harriman maps up the Deschutes river. Just what is being done to facilitate this work is not clear in the local offices, and information is wanted. Telegrams were sent yesterday to learn what, if any, progress is being made, says the Portland Oregonian.

The Department of the Interior has not yet acted, so far as is known here, on the maps filed by the Harriman engineers showing the course of the upper 60 miles of the Deschutes railroad. The approval of these maps is necessary

before rights of way will be secured by the railroad interests. If the department acts favorably, the remaining preliminary work will go ahead at once.

At various points in this 60 miles of surveys of the Deschutes road, the Oregon Trunk Line conflicts with the maps of the Harriman road. These points of conflict are numerous and they constitute another obstacle that will have to be overcome by the Portland officials of the Harriman system if the Deschutes road is to be built.

Private power rights along the river, too, constitute other obstacles that are likely to delay the construction of the Deschutes road far beyond what has been anticipated. However, officials announce that they will proceed just as soon as may be with the purchase of rights of way upon the approval of right-of-way maps filed with the government across public lands.

NO CHANCE OF LOCATION FOR SCHOOL

Since the recent election at which it was decided to bond the Madras school district for \$3000 for a new schoolhouse, there has some agitation of the question of changing the location of the school, several sites for the new school building being offered the school directors. The question finally narrowed down to a choice between the present location of the schoolhouse and a tract offered by J. C. Waymire near his residence on the Eastern side of the town, and the school directors, at a meeting held last Thursday evening, decided to make no change in the location of the new building, which will be built on the ground occupied by the present schoolhouse.

NO 320-ACRE HOMESTEADS IN CROOK

The Secretary of the Interior recently designated in the neighborhood of 7,000,000 acres of land in Oregon as coming within the provisions of the 320-acre homestead act, and permitting filings to be made under that new law. United States Commissioner Turner wrote to the officials of the local land office at The Dalles, inquiring regarding the designated tracts, and has been advised that none of the land open to entry under the enlarged homestead act are in this section. The only lands in The Dalles land district so far designated as coming within the provisions of the act are lands lying in the Northern part of Morrow and Gilliam counties.

SENTENCED FOR BOOT-LECCING

A. B. Estebenet of Bend was convicted in the Circuit Court at Prineville last week of selling liquor in violation of the prohibition law, the offense having been committed at Bend. After conviction it was discovered that the defendant had not pleaded to the indictment, and the verdict was set aside. A new trial would have been called, but Estebenet, upon being arraigned, pleaded guilty to the indictment, and Judge Bradshaw sentenced him to pay a fine of \$100 and serve 20 days in jail. There is another indictment hanging over Estebenet, for a similar offense.

ITEMS FROM OUR EXCHANGES

New Regime In Crook County

This term of court has entirely exploded the idea that it was a hard matter to get prosecution in Crook county. District Attorney Fred Wilson has made a record for himself this term in his handling of cases before the grand jury and his work is thoroughly appreciated by the better people of the county. There was nothing brought before the grand jury or his attention that did not receive every attention and the long list of indictments and convictions to his credit tell the story of faithful work better than comment could do.

The grand jury, too, this term was composed of seven of the best men in the county, and their report which appears in full in another column shows that there was not the slightest neglect on their part. Judge Bradshaw gave the grand jury high compliment on the efficient manner in which they performed their duties.

Sheriff Elkins and his helpers have done good work in bringing the guilty parties to justice. The sheriff and district attorney have worked day and night on some of these cases, spent money out of their own private funds, and left no stone unturned to give Crook county about the most thorough housecleaning she has ever had.—Prineville Journal.

Big Rattler in Maystack

J. C. Herman, while pitching hay off a stack Monday, raised up a fork full that had a huge rattlesnake four feet in length. The reptile slid out past his face as he raised the fork. It had sixteen rattles.—Antelope Herald.

LACK OF RAILROAD PREVENTS IRRIGATION

Head Of Reclamation Service Says Central Oregon Projects Await Building Of Railroad

F. H. Newell, head of the government Reclamation Service, has been in Portland during the past week, while on his Western trip inspecting the government's irrigation projects. In an interview given a Portland newspaper, Mr. Newell stated that the reclamation work in Central Oregon was being delayed by lack of transportation facilities, the government finding it too expensive an undertaking to transport materials to interior points for big irrigation projects. There are a number of projects outlined by the government investigations, but none of these will be taken up until a railroad is built into these isolated districts. In this immediate section the government has made some preliminary investigations, and it is understood that the government has found a very attractive project here, which will be undertaken at some future time, but this project, along with others, will await the construction of a railroad through Central Oregon.

"Projects in the interior of Oregon cannot be carried out by us because of the lack of transportation lines," declares Mr. Newell. "To transport materials into Central Oregon is very expensive at present. However, I think there is great development ahead for Oregon. The passage of the water law at the last session of the legislature, defining water rights and making filings safe, will do much along this line. Irrigation projects of a private nature will be encouraged and capital will not hesitate to invest in them as heretofore. Because, largely, of the poor laws on the subject of water rights, this state has been rather behind in irrigation matters."

MANY NEW BUILDINGS FOR MADRAS THIS YEAR

Music Of The Hammer And Saw Will Enliven The Town This Summer

The coming Summer promises to be a busy one for the carpenters and builders of Madras, and all indications point to the busiest season along that line that the town has known since the basin was laid off into town lots. Among the buildings sure of construction this year, as the plans for them have already been perfected, are the new public school building, the Christian church, the new hotel building to be erected by J. W. Livingston, and several cottages and small residences. The Madras Milling Company is also having lumber hauled for a large warehouse, work upon which will be started at once. In addition to these, the plans are being worked out for the erection of half a dozen other large buildings in Madras this year, besides a number of small buildings for residence purposes.

Work has already been started on the new Christian church building, and will be pushed until it is completed. The plans for the new school building have been prepared and bids are called for on the construction of the building, which it is planned to have ready for occupancy by the time school opens in the Fall. J. W. Livingston is clearing the ground and getting the lumber hauled for his new hotel building, and work on that will be under way in a very short time.

PUBLIC WOOL SALES AT SHANIKO MAY 21

The first public wool sales of the season at Shaniko will be held tomorrow, at which time a million or more pounds of the staple will change hands. Prices are high this year, quite a lot of wool at other points having been contracted at 20 and 21 cents, and as the Shaniko wools, as they are known, are the best in the state, sheepmen are expecting big prices.

It is estimated that there will be in the neighborhood of 4,000,000 pounds of wool sold at Shaniko this season, and very little of it has so far been disposed of at private sale. The Crook county wools are all sold at Shaniko, though they probably will not be sold the first sales day. The B. S. & L. Co.'s clip, which is one of the largest and best in the state, is sold at Shaniko.

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