

# The Madras Pioneer

NO. 46

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

VOL V

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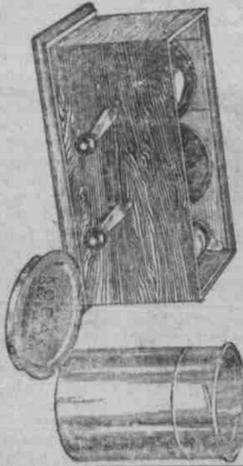
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## AGENTS BUY RIGHT OF WAY

### Railroad To Central Oregon Is Assured

No Trouble In Securing  
Right Of Way In  
This Section

### 'TIS LAST STEP BEFORE CONSTRUCTION STARTS

Construction To Begin As Soon As All  
Right-Of-Way Is Secured--  
Work Expected In  
Thirty Days

Chief Engineer Boschke of the O. R. & N. Co., has just assembled for work on the Deschutes road, one of the largest engineering parties sent out of Portland in many years. The party will be in charge of Assistant Engineers Holman and Brandon, and were ready to leave Portland yesterday. They will begin cross-sectioning preparatory to the commencement of actual construction on the line. They will also complete the preliminary engineering work for the two steel bridges across Trout Creek and Willow Creek, so that orders for the material may be placed, as it will take six months to have the steel on the ground after the orders are placed.

Colonel J. B. Eddy and P. A. Worthington, right-of-way agents for the O. R. & N. Co., reached Madras last Thursday afternoon and immediately began buying right of way for the Harriman railroad into Central Oregon. They are taking deeds in the name of The Deschutes Railroad, which is the corporate name of the Harriman line up the Deschutes river. No contracts for right of way are being taken, but the right of way is being purchased outright and drafts on the O. R. & N. Co. are given in full payment when the deeds are taken. The right-of-way agents are offering a fair valuation for any land or improvements over which the line passes, and they are meeting with very little difficulty in securing the right-of-way.

The right-of-way is being purchased both North and South of Madras, following the last survey of the Deschutes line. This line keeps to the top of the hill just West of town, with a crossing over the head of Willow creek gorge. South of this place right of way is only being bought as far as the Dave Rogers place. North of Madras the line follows around the East slope of Agency Plains, down Porter Spring canyon to Trout creek and down Trout creek to the Deschutes. The purchase of the right-of-way along that route appears to indicate that this line has been finally selected for the road, and sets at rest the recent newspaper reports that the Harriman people were negotiating with the Oregon Trunk Line for its line out of the Deschutes.

The railroad company is paying at the rate of about \$25 per acre for land crossed by the right-of-way, with an additional payment to cover damage to improvements, where damage occurs. This price is generally considered fair, and with a few exceptions there has been no disposition to gouge the railroad company. The right-of-way agents have stated that no right-of-way would be asked without an offer of a fair price for damages, but that condemnation suits would be brought immediately where a fair offer would not be accepted. Col. Eddy and Mr. Worthington began work as soon as they reached Madras Thursday evening, and in two hours had secured deeds for right of way across five tracts. They stated they would purchase all the right of way as rapidly as the negotiations could be closed, one working in each direction from Madras along the line. Col. Eddy stated that he believed actual construction work on the Deschutes road would be under way in 30 days. He says the

right-of-way for the entire line is being secured as rapidly as possible and that when this is all secured there will be no further obstacle in the way of the immediate construction of the road. The fact that the railroad company is buying right of way outright in this section instead of asking for contracts for right of way to be deeded later, may be accepted as a good indication that the railroad anticipates no further delay in beginning construction work on the long-promised Central Oregon road.

### BIDS CALLED FOR CONSTRUCTING NATRON-KLAMATH FALLS ROAD

Bids for the construction of 60 miles of the Oregon Eastern Railroad from Natron to Klamath Falls have been called for by the Southern Pacific Company, about 25 miles of this extension to be built Northwestward from Klamath Falls and 35 miles Southeastward from Natron. Bids for the Klamath Falls end of the work were to be submitted yesterday, June 30, but the contractors are given until July 10 to submit bids on the extension from Natron. The cost of these extensions is estimated at about \$2,225,000. The two extensions for which bids have been asked cover about one-third of the distance between Natron and Klamath Falls, and the calling of bids for this piece of construction is taken as conclusive evidence that the Natron-Klamath Falls road will be completed at once by Mr. Harriman. The extensions for which bids have been asked do not in themselves materially add to the value of the lines already built, unless the line is completed.

The primary purpose in projecting the Natron-Klamath Falls road was to provide a better grade for the Southern Pacific by avoiding the heavy climb up the Siskiyou mountains. It has been understood that the survey of the Natron road developed a line which would shorten the distance between Portland and San Francisco and at the same time avoid the heavy grades over the Siskiyou mountain road, and this line, when completed, will undoubtedly become the main line of the Southern Pacific between Portland and San Francisco. This line will also open up an immensely rich and productive region on the edge of Central Oregon.

The Oregon Eastern Railway, of which the Natron-Klamath Falls line is a part, ran surveys North and South and East and West through Oregon about three years ago. One party of Oregon Eastern surveyors, who were working under the engineering department of the Southern Pacific at San Francisco, began a survey at Madras and extended it on South by way of O'Neil, Redmond and Bend, to a connection with the survey from Natron across the mountains. The Natron road was at that time known as the Natron-Ontario road, and was projected from Natron across the state to connect with the Oregon Short Line at Ontario. The surveys for the Oregon Eastern and Natron-Ontario lines were known to outline Mr. Harriman's plan to build lines North and South and East and West across the state, and thereby open up the greatest railroadless empire in the United States.

The fact that the Southern Pacific has called for bids on the construction of the Natron and Klamath Falls extensions and that the O. R. & N. Co. has definitely announced that it will call for bids on the Deschutes line from the Columbia river Southward as soon as the right of way can be cleared, indicates that Mr. Harriman's plan for the opening up of interior Oregon, as outlined by his surveys several years ago, is about to be carried out.

### INDIANS GET SCALP OF MADRAS BOYS

The Wamspring Indian baseball team lifted the scalp of the Madras baseball team in the third game of the series played between these teams last Saturday at the agency. The score was 5 to 2, and those who witnessed it say that Saturday's game was the best that has been played between these teams. Supt. Covey umpired the game and his decisions were fair and impartial.

The Madras team had won the first two games of the series with the Indians but at last Saturday's game was unable to connect with enough runs to pull out a third victory. Only two of the Madras team crossed the home plate. The Indian team was greatly strengthened in Saturday's game by the return of three Indian players from Chemawa, where they have been attending the Indian school, and they put up the best game by far that they have played in the series.

The members of the Madras team and those who accompanied them speak highly of their treatment at the agency, where every hospitality was shown them. The team returned to Madras in the evening after the game.

## PERCY KIDDER DROWNS IN CROOKED RIVER

Boat Capsizes With G. W. Kidder And  
Son--Treacherous Stream Claims  
Another Victim

Percy, the 12-year-old son of Mr. and Mrs. G. W. Kidder, was drowned in Crooked river below the Cove Orchard last Saturday shortly after noon. A flat-bottomed boat containing his father and himself capsized while passing over the rapids and the boy was drowned while the father was carried half a mile down stream and landed on a rock, bruised and exhausted by his terrible experience.

The details of the terrible accident as nearly as they can be learned are about as follows: Mr. Kidder and his son crossed Crooked river just below the Cove in order to fish on the opposite bank. After crossing Mr. Kidder fished up stream and left the boy near the boat. Some time afterward Percy became tired of fishing and it is supposed that he was resting and amusing himself sitting in the boat and swinging with the current. Whether the rope broke or what happened to let the boat loose is not known, but Mr. Kidder was startled to hear his son scream for him, and rushing down stream saw the boat moving rapidly with the current. It was too far out for him to reach it but he plunged into the water and swam to the boat and climbed in with his son. In a moment the boat was in the rapids and striking a large half-submerged boulder was capsized. Mr. Kidder called to his boy to catch the boat, clinging on himself. Percy was unable to catch the boat but caught hold of his father and in this position they went down through the rapids until the boat struck another rock and was capsized again. Mr. Kidder was able to cling to the boat, but Percy lost his hold, and being caught up by the swift current, he was never seen again by his father.

The current carried Mr. Kidder down to a point opposite the old camping ground, where, hanging to the broken and capsized boat, he lodged against a large boulder, dazed and exhausted by his dreadful experience. Two women who were camped at this point on the river saw him and securing a long pole, got him to catch hold of it and pulled him into shore. When he reached the bank he became unconscious, and it was necessary for his rescuers to apply restoratives.

As soon as he had sufficiently recovered to be able to go, Mr. Kidder went to the Cove and told Mrs. Bogell of the accident, and she notified residents of Madras and Culver and Opal Prairie, and a systematic search for the body was begun. A large rope was stretched across the river and held at each end by half a dozen strong men. A boat was attached to this rope and worked by a pulley back and forth across the stream, the men with the rope moving slowly down the stream. In this manner the river bottom was searched from the lower end of the rapids to Eagle Rock, but no trace of the body was found. After it had been done the deep holes, where it had been impossible for the occupants of the boat to see the bottom of the river, were dynamited in an effort to raise the body, but without success. Many people from Madras joined in the search, and in addition to the party conducting the search with the boat, many were searching independently in every eddy and hole along the river.

Mr. and Mrs. Kidder and their family have the deep sympathy of the entire neighborhood in the tragic death of their little son and brother. He was a bright, manly boy and the distressing accident which has taken him from his family and friends has cast a gloom over the community.

### THIRTY-EIGHT INDIANS CONVERTED AT REVIVAL

Pendleton, Or., June 25.—Umatilla Indians returning from the Wamspring Reservation bring reports of the most successful revival meeting ever held on that reservation. It was a camp meeting and nearly 200 persons occupied the circle of teepees about the place of meeting. Many persons who were not camped also came from a distance to attend the services. All the principal reservations in Oregon, Washington and Idaho were represented, the greatest number being present from the Umatilla, Yakima and Nez Perce reservations.

Thirty-eight additions were made to the church and a temperance society was formed with a membership of 30, as a result of the meeting. As the reservation is not large this showing is considered remarkably.

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