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ABOUT TO BEGIN CONSTRUCTION WORK

O.R.&N. Assembling Men
And Materials For
Deschutes

WILL COMMENCE
WORK IN FEW DAYS

First 40 Miles Ready For Construction Crews--Work On Remainder Of Line When Right-of-Way is Clear

Actual construction work on the first 40 miles of the Deschutes Railroad to Central Oregon will begin in the next few days, and large crews of men and the necessary materials and equipment for construction work are now being assembled on the ground as rapidly as they can be gotten there. The remainder of the line will also be under construction as soon as pending right-of-way matters can be cleared up, which it is believed can be accomplished within the next 30 days, and construction crews will then be placed all along the line in order to hasten the completion of the road. This is a summary of the railroad news of the past few days, which is confirmed by reports received from independent sources.

A message last Saturday from Grass Valley, in Sherman county, reported the arrival there of an extra train, with water tanks, small dump cars and other contractors' equipment, and carrying a passenger coach full of men on the way to the Deschutes line. Grass Valley is the nearest point on the Columbia Southern railroad to the Deschutes canyon, and all construction crews and materials for the upper portion of the first 40 miles of the railroad will doubtless be unloaded at Grass Valley and hauled over to the river in wagons, while materials for the lower portion of the road will be unloaded at the mouth of the river. It is also reported that engineering crews are already at work at the mouth of the river, cross-sectioning and making ready for the commencement of construction.

The announcement of the beginning of construction on the first 40 miles of the Deschutes line follows very closely upon and is in a manner due to the report from Washington that not all of the maps for the Deschutes Railroad had been approved. The original plan was to let the contract for the entire 120 miles at once and begin construction all along the line, but when the report came from Washington that not all of the maps had been approved, it is stated that Mr. O'Brien, general manager of the Harriman lines in the Northwest, wired to New York for permission to proceed at once with the construction of the first 40 miles, for which the right-of-way was clear. That this permission was obtained is evident from the present activity in assembling construction forces on that portion of the line.

Saturday's Portland Telegram says: According to unconfirmed reports received late this afternoon, Harriman has decided to start actual construction work on the road up the Deschutes Canyon, next Monday. General Manager J. P. O'Brien could not be reached to verify the report, but it is known that a considerable force of men have reported to the construction department of the company and that they will enter the field at some point on the lower 40 miles of the Deschutes road, the maps of which have already been approved. Several parties of engineers and surveyors have gone into the country already to dispose of the cross-section work, and these are to be supplemented early in the week, it is rumored, by about 200 laborers ready to begin "making the dirt fly."

The Harriman offices are closed after 1 o'clock Saturday afternoons, so that details of the plan to prosecute the work are lacking.

DESCHUTES R.R. CREWS PITCH CAMP AT MORO

First of the Harriman engineering camps which will be engaged in cross-section work on the road up the Deschutes Canyon has been established at Moro, on the Columbia Southern, says the Portland Telegram. The men have

made arrangements for the accommodation of a complete engineering outfit, and expect to be on the field for an extensive period. Two other crews of engineers and surveyors are being assembled, and they will probably go farther into the interior, one working from about the middle of the Central Oregon project and the other at some point near the proposed Southern terminus. The first task after camps have been opened will be to determine the class and amount of material to be removed on the right of way to bring the line to grade. It is the purpose of the Harriman people to keep these crews in the field and prepare all preliminaries to actual construction work and roadbuilding. When the engineers now out on the line have completed their work, the project will be in shape to turn over to the railroad contractors. Meantime the weary waiting to hear some word of encouragement from Washington regarding the unapproved survey maps for the upper 90 miles of the road continues. Yesterday afternoon General Manager O'Brien sent another telegram to the Harriman representatives at the National Capital, asking them if any progress had been made toward getting the maps advanced from the General Land Office to the Department of the Interior. He has had no answer to this dispatch.

CROOKED RIVER GAVE UP ITS VICTIM TUESDAY

Body Of Percy Kidder Found On 11th Day After Drowning--Funeral Held Tuesday

The body of Percy Kidder, who was drowned while fishing in Crooked River Saturday June 26, was recovered Tuesday morning by friends of the family, who have been searching along the stream almost continuously since the distressing accident occurred. The body was caught by a long net, which had been stretched across the stream near its mouth, and against which the searchers found it lodged Tuesday morning. Word was immediately phoned to the family and to friends at Madras.

At the time the accident occurred searching parties were organized as soon as they could be gotten together, and every deep hole and eddy in the stream was carefully searched for the body, but no trace of it could be found. When these efforts proved unsuccessful a large net was stretched across the mouth of the river in order to prevent the body from being carried into the Deschutes River, from which there would have been little hope of ever recovering it. Since that time the search has been continued daily and it had begun to be feared that the stream would not give up its victim. Tuesday morning, however, the searchers found the body against the netting, where it had been lodged by the current during the night.

Monday a number of sticks of dynamite were exploded at three points in the river where it was believed the body might be lodged, in an effort to raise it from its watery resting place, and although no glimpse of it was had at that time, it is now believed that the shock from these explosions jarred the body loose from some boulder on which it was caught, permitting it to float down with the current to the netting. When found the body was in a good state of preservation, although it had been in the water 10 days.

The remains of Percy Kidder were laid at rest in the Hale cemetery Tuesday afternoon in the presence of a large concourse of sorrowing friends and neighbors, Rev. George R. Moorhead of the Madras Methodist church conducting the funeral service.

LAYING FOUNDATION FOR NEW SCHOOLHOUSE

The foundation for the new schoolhouse to be erected at this place was begun last week. A large basement has been excavated and the foundation will be laid at once, so that work on the superstructure may be started in the next ten days or two weeks. The basement is to be sufficiently large to afford storage for the winter's supply of fuel, and to accommodate the large furnace and heating-plant with which the building will be heated. Contractor Magness says that he will begin work on the superstructure in about 10 days, and that he has plenty of time in which to complete the building by September 15.

The \$3000 bonds issued by the district were sold to Morris Bros. of Portland, who paid a premium of \$25 for them, besides paying the expense of printing the bonds. The money is available now for the new building.

Government Irrigation Engineers Here

LOOKING OVER CROOKED RIVER PROJECT

Made Trips To Country North And South Of Madras--Inspect Dam Site Above Prineville

E. G. Hopson and D. C. Henny, prominent engineers belonging to the government Reclamation Service, were in Madras the last of the week, and although they gave out no information regarding their business here, it is understood that they were investigating matters in connection with the proposed plan to irrigate a large area of land in this section, known to the Reclamation Service as the Crooked River project. The party was traveling in a touring car, and from Madras made a trip out on Agency Plains and then to the territory South of this place, later leaving for Post on upper Crooked River, near which point the storage reservoir for the project will be located in the event the government's plans mature. The engineers had maps and blue-prints of this section and were making a thorough examination of the territory within the scope of the proposed project.

Last year engineers connected with the Reclamation Service spent some time in this section, running topographical lines and making investigations into the feasibility and practicability of irrigating this section from Crooked River. The plan under investigation proposed the storage of the flood waters of Crooked River in large reservoirs about 30 miles above Prineville, to be let out through the channel of the river as required and taken out of the river channel at a point near Prineville for distribution over the land covered by the project. It was understood that the government was looking for a project of 100,000 acres or more in this section of the state, upon which to expend funds available for that purpose, and a line of levels has demonstrated the practicability of getting water across the divide and onto this section through a high-line ditch from a point on Crooked River near Prineville. This section and the intervening territory includes a large amount of valuable land over which water could be distributed from such a ditch.

No information was given out by the engineers in charge of the investigation, but the press dispatches have since that time contained several references to the "Crooked River Project" which the Reclamation Service had in view. Several months ago while in Portland, Mr. Newell, chief of the Reclamation Service, stated that the government was anxious that a railroad be built into Central Oregon, for the reason that it had several irrigation projects under consideration, which could not be taken up until better transportation facilities were afforded. The presence of Reclamation engineers in this section at this time, taken in connection with the positive assurance that construction work is to be started on the Central Oregon road at once, gives good grounds for hope that the government is going ahead with its investigations and is maturing its plans for irrigating this section as soon as the railroad is built.

TWO FREE DELIVERY ROUTES FOR MADRAS

Growing Population Will Have Better Postal Facilities

A second rural free delivery route will be established out of Madras by the postal department at once. The new route was petitioned for some time ago, and Postmaster Davis has received notice from the department that if 75 per cent of the signers of the petition will sign an agreement to erect and maintain regulation mail boxes on the route it will be established at once. Practically the required number have already signed this agreement, and the remaining signatures will be obtained without difficulty.

The new rural route runs North from Madras, across Agency Plains, and will afford a free delivery service to a large number of families residing in that section. Sixty-three heads of families signed the petition, and others will also avail themselves of the service. This will give Madras two R. F. D. routes and they are the only rural routes in the county, with the exception of the one out of the Culver office.

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