

# The Madras Pioneer

NO. 48

MADRAS, CROOK COUNTY, OREGON, THURSDAY, JULY 15, 1909.

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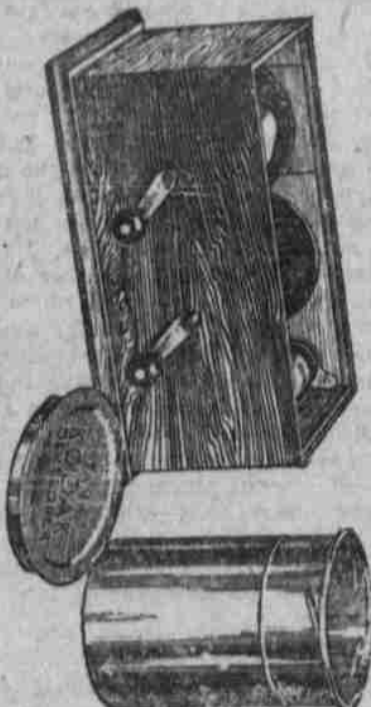
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## Twohy Bros. Begin On Deschutes Road

FIRST FORTY MILES  
WILL COST \$1,500,000

Big Contractors On North Bank Road  
Start Construction On Central Oregon Line

Actual construction work on the first 40 miles of the Deschutes Railroad into Central Oregon has begun, and men and equipment for heavy construction work are being strung all along the line from the mouth of the river to Sherar's Bridge. No contract has been let for that segment of the road, but the work is being done under the "force account" plan by Twohy Bros. of Spokane, who were large contractors on the North Bank road. It is understood from General Manager O'Brien that no contract will be let until the entire right-of-way is approved and a contract can be let for the entire line, but when it was found that there would be further delay in the approval of the maps for the remainder of the line, arrangements were made with Twohy Bros. to send their outfit and equipment to the Deschutes canyon and begin construction work on the first 40 miles under a force account arrangement. This step was taken by Mr. O'Brien in order to show the absolute good faith in Mr. Harriman's promise to build the Central Oregon railroad at once, and it is announced that contracts for the entire line will be let just as soon as the right-of-way is clear. It is estimated that the first 40 miles will cost \$1,500,000, and that expenditure will not add materially to the value of the Harriman property in Oregon unless the remainder of the line is completed.

A dispatch from The Dalles states that 28 carloads of laborers and a large amount of supplies and construction material have been quietly shipped into The Dalles by the O. R. & N. Company and rushed into the canyon for the Deschutes Railroad. Other dispatches announce that 200 Italian laborers are at work building roads into the Deschutes canyon from Grass Valley, so that construction forces and heavy materials and equipment for construction can be gotten down to that part of the line. There is a good deal of reiteration in the daily dispatches, but all agree that actual construction work has begun.

General Manager O'Brien has stated that it would be out of the question for the company to entertain the proposition of letting contracts with the Central Oregon railroad in its present situation, but that work will be continued by Twohy Bros. by piece-meal, or by the day under the force account plan, until the remaining right-of-way maps on the three upper sections of the road have been approved by the Secretary of the Interior. Contracts will then be let, although a large portion of the road may be built under the plan under which the Twohys are now working.

## FOUNDATIONS BAD UNDER NEW COURT HOUSE

Walls Bulging And Cause Uneasiness  
--Foundation Too Weak For Superstructure

The report comes from Prineville that the foundation walls of the new courthouse building have bulged outward four or five inches and are causing much uneasiness to the county officials. Two versions of the cause of the damage are reported, one attributing the trouble to the settling of the foundation, and another to the faulty construction of the walls of the foundation, which may not be of sufficient strength to support the heavy superstructure. The county court will determine at once upon some method of correcting the trouble before the fine new structure is endangered, and temporary expedients have already been adopted to prevent the further bulging of the walls. These temporary repairs consist of passing strong bolts through the walls, to draw the doubled walls together, thereby strengthening them. Regarding the damage to the walls, the Prineville Review says:

"That the architect who drew up the plans for the new Crook county courthouse made a mistake in his calculations in figuring the strain of the heavy building was discovered late last week, when the pillars of the foundation were found to be bowing outward, and altogether loosened from

their back walls so that prying away the latter could be easily done with a small bar in the hands of any one so disposed.

"All around the building do these faults occur in the foundation. Corners are intact, as is also the foundation of the center at either of the three stone steps. Only where the pillars are do the faults occur, noticeable from the way the lights draw away from the rock, rubble and cement which once fitted closely against them on all sides, and the ugly looking cracks in the rubble and between the rubble and masonry. One of the stone sills overhead is cracked, also."

## AUTO WRECKED ON TRAIL CROSSING GRADE

Serious Accident Averted By Banking  
Machine--Brake Did Not Work Properly

W. H. Ragsdale and a party of Sherman county men who were traveling through this section in an auto last week, met with an accident at Trail Crossing and were obliged to continue their journey by team. While going down the grade at Trail Crossing Mr. Ragsdale discovered that the brake on his machine was not holding very well, and rather than risk having the car get away from him on the grade, attempted to bank it. As he struck the bank the front axle broke and both wheels were badly wrecked. The party had the machine hauled to the Lowther place, and securing a team, continued their journey to Sisters.

Mr. Ragsdale, whose machine they were driving, was in town last Thursday afternoon on his way home. He expects to return for the machine as soon as he can secure new wheels, and have it repaired. He says that while the accident was an expensive one and had also delayed them on their trip, after looking at the grade down which they had started he was very glad that he had banked the machine, for he is satisfied that the brakes would not have held the heavy auto. Had the machine gotten away from him on the grade, with its steep pitches and sharp turns, a serious accident might have happened to the party.

## REFUSED 90 CTS. FOR THIS YEAR'S WHEAT

Believes Prospects Good For High Prices For This Season's Grain

Henry Windom, one of the progressive farmers in the Culver country, has recently refused an offer of 90 cents per bushel for his 1909 crop of wheat. He was twice offered that figure in Prineville for his entire crop this season, but refused it as he believes that wheat will reach a higher figure before the season has far advanced. He says that he does not expect to see wheat open that high, but believes that conditions warrant the belief that prices will reach \$1.00 per bushel or better in this county later in the season, and says he expects to hold his wheat for the dollar price anyway.

Mr. Windom was in town last Friday, accompanied by Mrs. Windom and her sister, Mrs. Roby. Mr. Windom and his family have recently returned from Corvallis, where two sons were attending Oregon Agricultural College. He says that the dry season was even more noticeable in the valley than in Central Oregon, and that the crops will probably show a greater shortage on account of the drought than in this section.

## SECRETARY BALLINGER COMING TO OREGON

Secretary Ballinger of the Interior Department will hold a conference with the leading engineers of the Reclamation Service at Portland in the latter part of July, and will discuss plans for the work during the coming year, as well as the work now under way. Out of the receipts from the sale of public lands during the fiscal year ending June 30 last, approximately \$7,700,000 will be turned into the reclamation fund, and there was last January an unexpended balance of \$4,500,000 in the fund.

During Secretary Ballinger's visit in Oregon an effort will be made to draw his attention to the Crooked River project in this county, and to secure favorable consideration for that project.

## Harriman May Use The Oregon Trunk Survey

AVOIDS HIGH BRIDGES  
AND IMPROVES GRADE

Deschutes Railroad Engineers Going Over Survey Of Rival Line Up Willow Creek

Although the Deschutes Railroad has bought right-of-way along its line between Madras and the mouth of Trout Creek, there are persistent rumors that negotiations are under way for the purchase of the survey and rights of the Oregon Trunk Line. The latter line parallels the Harriman line up the Deschutes as far as Trout Creek, where the Deschutes Railroad leaves the canyon and follows up Trout Creek and out at Porter Spring canyon, while the Oregon Trunk Line follows the Deschutes to Willow Creek, where it leaves the canyon, following the creek to Madras and then south. The two lines practically parallel each other south of this place.

It has been generally understood that the Oregon Trunk Line secured some advantages over the Harriman line on this end of its survey by securing the pass up Willow Creek gorge out of the Deschutes canyon, and if this is true, there may be good foundation for the rumors referred to above, in spite of the fact that the Harriman people have already bought the right-of-way along their survey between Madras and the mouth of Trout Creek. The Portland Telegram says on the subject:

"In addition to the engineering crews and construction gangs which have already been despatched from local Harriman headquarters up the Deschutes, another force of engineers is being picked up by Chief Engineer Boschke, and they will go farther up into the interior, probably tomorrow. Although such intentions are persistently denied by Mr. Boschke, it is understood from reliable sources that he is planning to have his own men work over certain sections of Oregon Trunk Line rights of way with a view of verifying data which indicates that the Oregon Trunk has much more favorable locations than Mr. Boschke's forces have been able to secure. This applies particularly to the upper reaches of the two contending projects.

Beginning at about the 110-mile post this situation applies for the most of the remaining 20 or 25 miles of surveys. The Oregon Trunk runs up Willow Creek at a 1.2 per cent grade and 8-degree curvature, while the Deschutes Road lines diverge from the canyon at a point below the mouth of Trout Creek and cross Trout and Willow Creeks on high and long bridges. This entails grades reaching 1.5 per cent with a curvature of 15 degrees at certain points.

The Oregon Trunk has a further advantage as it taps at much closer range a highly productive territory in the Warm Springs Reservation and the Malheur timber belt.

The reputed object of the Harriman engineers in running over their rival's lines is to determine to a nicety just how much more favorable the Oregon Trunk Line surveys are. If it is found that they are sufficiently superior it is almost certain that negotiations of some sort will be opened up between the rival railroad projectors with a view of amicable settlement of the strategic controversy, as it is admitted that it would be worse than folly for both lines to be built into Central Oregon at this time. Porter Bros., who built the North Bank, are said to control the Oregon Trunk, but as yet they have shown no disposition to make overtures to Harriman or suggest any terms under which peace may be obtained.

## CONSTRUCTION CAMP HAS OPENED

Grass Valley, Or., July 11.—The Twohy Bros., railroad contractors of Spokane, have established headquarters at this place and have rented six office rooms. They have also secured a warehouse for a commissary and have it filled with supplies for men and teams. They have built a large cellar for storing powder, have rented a large livery stable for teams and have 20 head of mules here now.

They have also established camp on the top of the Deschutes hill and have 150 men at work there building a wagon road down the hill so they can establish camp on the river.

The estimated cost of the wagon road is \$7000.

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