

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, JULY 22, 1909,

NO. 49

THE HAHN HOTEL

MOORE & LIVINGSTON, Props.

Good Meals and Clean Beds

Headquarters for Commercial Men, Freighters,
Farmers' Union and EVERYBODY ELSE

Livery, Feed & Sale Stable
IN CONNECTION

GIVE US A CALL AND YOU WILL GO AWAY HAPPY

MADRAS MARKET

J. L. CAMPBELL, Prop., MADRAS

BEEF, PORK, VEAL

We have the best line of Fresh Meats in the country

ALL KINDS OF GARDEN VEGETABLES IN THEIR SEASON

T. S. HAMILTON, Pres. E. H. FRENCH, Vice-Pres. J. C. FOWLER, Cash.

EASTERN OREGON Banking Co.

FOREIGN EXCHANGE BOUGHT AND SOLD
DRAFTS ON ALL PARTS OF THE WORLD

Capital Stock, \$50,000
Deposits, \$250,000

SHANIKO, OREGON

A. E. CROSBY

EVERYTHING IN
DRUGS & KODAKS

THE DALLES, OREGON

Exclusive Agent For

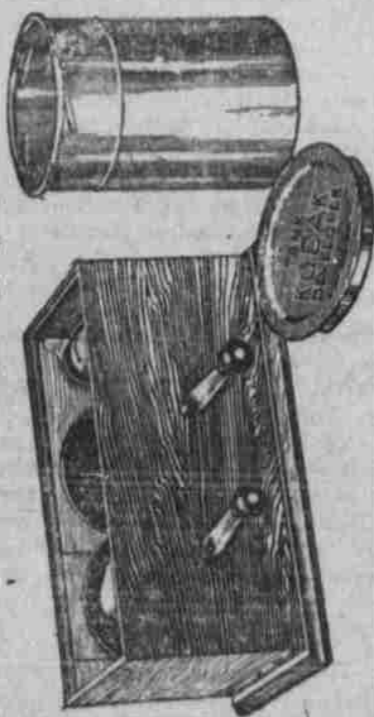
EASTMAN
KODAK COMPANY
Rochester, N. Y.

A full line of Photo supplies always on hand. Printing and developing done. Mail orders will receive our prompt attention.

Write for our new 1909 CATALOG

Try a bottle of Murrine's Edinol Developer. Will develop any Plate or Paper

A. E. CROSBY



PROFESSIONAL CARDS.

HOWARD W. TURNER
U. S. COMMISSIONER
NOTARY PUBLIC
MADRAS OREGON

O. G. CULLVER
NOTARY PUBLIC
Justice of the Peace
CULVER PRECINCT
MADRAS OREGON

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

MAX LUEDEMANN
NOTARY PUBLIC
Pioneer Building
MADRAS OREGON

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

NO. 3851.

The First National Bank

OF PRINEVILLE, OREGON

B. F. ALLEN, President. T. M. BALDWIN, Cashier.
WILL WURZWEILER Vice Pres. H. BALDWIN, Asst. Cashier.

ESTABLISHED 1888
Capital, Surplus and Undivided Profits
\$100,000.00

A. M. WILLIAMS & CO.

DEALERS IN

Dry Goods, Clothing,
Furnishing Goods

BOOTS AND SHOES
HATS AND CAPS

THE DALLES OREGON

SUMMER SHOES

Laest Styles
Lowest Prices

HARNESS A Full Line

Heavy Work Harness, Fancy
Driving Harness; COLLARS,
WHIPS, Halters, Etc., Etc.

B. S. LARKIN
MADRAS, ORE.

ENTIRE DESCHUTES SURVEY IS APPROVED

Thirty Days Allowed For
Rival Companies
To Protest

CONSTRUCTION WORK TO PROCEED RAPIDLY

Government Gives Approval For Re-
maining Sections Of Deschutes
Road--Conflicts With Ore-
gon Trunk Line Only
Obstacle.

The entire survey of the Deschutes Railroad has been approved by the Interior Department, removing the principal obstacle to the immediate construction of the Central Oregon road. The approval is subject to the usual 30 days time given to conflicting interests, in which to file their protests. The sections of the line which have just been approved conflict at points with the survey of the Oregon Trunk Line and at other points with the Central Oregon Railway, surveyed last year by the Deschutes Irrigation & Power Company. The latter company will file no protest, but it is not known what disposition will be made of the conflicts between the Harriman road and the Oregon Trunk Line.

In the meantime, men, equipment and materials for construction are rapidly being assembled on the first 40 miles of the line and construction work is going ahead on that section of the road. It is announced from Harriman headquarters in Portland that construction forces will soon be at work on other sections of the line, also, and there is every reason to believe that the next few weeks will see actual construction work in progress all along the line. When notice of the approval of the remaining sections of the Deschutes line was received in Portland, Mr. O'Brien, general manager of the Harriman lines, said in an interview given the Oregonian:

"We consider the approval given this week as practically final. If the promoters of the Oregon Central would give us a written statement that they do not intend to file a protest, we would cover the entire ground at once with construction men.

"The first 40 miles of the route has received a straight approval from the government. The next 23-mile section is still pending, but we expect to hear from it almost any day. The next 29 miles of survey conflicts with the surveys of the Oregon Trunk, and the final 50 miles is partly in conflict with the surveys of the Oregon Central. The former has until July 24 to file protests, and so far as we have heard, has done nothing in that respect."

"Yes," said Mr. O'Brien in reply to a question, "we shall go ahead with construction just as soon as these conflicts are disposed of. Some work is in progress now, and we would not have any object in spending money for nothing."

When informed of Mr. O'Brien's statement, Mr. F. S. Stanley, vice-president of the D. I. & P. Co. said, "You may make it as strong as you like that we shall place no obstacles in the way of the railroad project. Why should we object? It is just as much to our interest to see that this road is pushed ahead as it is to any other interest in that part of the state. Not only will we not protest, but we will go out of our way to help the Harriman people get the decks cleared for action."

Commenting on this the Portland Telegram says:

"This means that just as soon as General Manager J. P. O'Brien has received official notification of the approval of the maps on this section he will have authority to let contracts for building this part of the road. He may do this or he may undertake to begin construction under arrangements similar to those under which Twohy Bros. are working on the first 40-mile section. Mr. O'Brien expects that copies of the order of the general land office commissioners approving these maps will be received in the next few days. When this notice comes the Harriman people and the Deschutes irrigation people will come to an understanding regarding the conflicting sites, without waiting for the 30 days time limit to elapse in which the latter may file protest. In this way considerable time may be saved.

"The two interests will probably be

able to come to an agreement in time so that crews of men can be sent in to Madras and other points along the upper portions of the Harriman project by August 1 or shortly thereafter, as Mr. O'Brien says he is extremely anxious to get work under way at the earliest possible moment."

WORK TO BEGIN ON TROUT CREEK

It was currently reported in Madras the last of the week that preparations were being made to begin construction work on the Deschutes Railroad at a point on Trout Creek about a mile and half above its mouth, and the report of these preparations is confirmed by Stanley Grewell, who was in town last Friday from his ranch at the mouth of Sage Brush Springs. The Deschutes Railroad survey leaves Trout Creek at the mouth of Sage Brush and crosses Mr. Grewell's ranch above his house, which is situated down on the creek. Last Thursday he was notified that blasting would begin next week at that point, and he was asked to move out of his house in order to be out of danger from the blasts. He says he understood that the people who notified him have the contract for that work and that they were about to begin. They told Mr. Grewell to move out of his house and they would pay him for any damage to his property, and he did not require a second notice. He has purchased a tent and will pitch it at a point where it will be out of danger, and move into that. Mr. Grewell has about 100 head of hogs at his ranch and he was also told by the same parties that they would buy them.

It has been known for a week or more that a party of surveyors are working in that vicinity, and it was reported that they were cross-sectioning and laying out the bridge which spans the creek at the point where the railroad leaves Trout Creek canyon. These reports appear to indicate that the Trout Creek survey will be followed, although there are persistent rumors of negotiations with the Oregon Trunk Line for the purchase of the Willow Creek route.

Farmers Start Move- ment For Irrigation

TAKE MATTER UP WITH SECRETARY BALLINGER

Monster Petition To Be Sent Reclamation Service--Ask Chamber Of Commerce Of Portland To Help

At a meeting of the County Farmers Union held in Madras last Wednesday afternoon an organized movement was started to secure government irrigation for this immediate section and a definite plan was adopted for promoting the movement. There were a number of farmers from outlying districts in attendance and an open meeting of the Union was held, the business men of the town being invited to attend, in order to secure the co-operation of all interests. The meeting, in the results which it hopes to obtain, was one of the most important ever held in Madras.

One of the first steps to be taken will be to forward to the Reclamation Service a monster petition, signed by practically all of the residents of the territory to be affected, asking government aid in the irrigation of this section. Over 300 signatures have already been secured to this petition, and copies of the petition will be circulated throughout this end of the county, in order to secure the signatures of all interested persons, after which it will be forwarded to the chief of the bureau of investigation of the Reclamation Service.

A resolution was also passed, calling upon the Portland Chamber of Commerce for assistance in securing favorable consideration for this project. Secretary Ballinger of the Interior Department will be in Portland the latter part of this month, and the Portland Chamber will be asked to take up the matter with the Secretary, and to give it a strong endorsement.

Other steps along the same line will be taken and the movement will be kept going until some definite action is taken by the Reclamation Service. Steps have already been taken, also, to secure the co-operation of the Congressional delegation, and every commercial organization in the county will be asked to lend a helping hand.

Those having the matter in hand urge all the residents of this section to get their names on the petition, copies of which can be found in any business house in Madras, in order that a strong petition may be presented.

Central Oregon May Be J. J. Hill's Goal

MAKES INSPECTION OF OREGON'S INTERIOR

Sends Greatest Engineer To View Out
Railroadless Empire--Traveled
Under Assumed Name

The belief that James J. Hill has turned a covetous eye on Central Oregon, the largest railroadless district in the United States, has been very much strengthened by the discovery that Mr. Hill recently sent his greatest location and construction engineer to make a thorough tour of the entire territory heretofore known as "Harriman's Central Oregon Preserves." This man is John F. Stevens, who made a national reputation as chief engineer of the Panama Canal, and who only recently resigned the vice-presidency of the New York, New Haven & Hartford railroad to become Mr. Hill's confidential representative on the Pacific Coast, and whom Mr. Hill regards as the greatest location and construction engineer in America.

Mr. Stevens returned to Portland last week from a 10 days' trip through Central Oregon. He made the trip inconspicuously, traveling as James F. Sampson, and leaving Shaniko made a comprehensive tour of the entire region which might be tapped by a railroad, touching at Madras, O'Neill, Bend, Prineville, Rosland, Klamath Falls, Lakeview, Burns and Vale, and visiting all the important grain, timber, irrigated and agricultural districts.

That the Harriman interests are uneasy over the visit of the great Hill engineer is shown by the fact that as soon as his identity was discovered by the Harriman representative in Portland, Harriman agents began to dog his steps in an effort to keep a line on his movements. Regarding the visit of Mr. Stevens to Central Oregon, the Portland Telegram says:

"For a considerable part of the time that Stevens was in the interior of the state he was dogged by Harriman agents with an O. R. & N. automobile. This was principally true for the several days that were spent in the territory which is embraced in the Deschutes railroad project. These spotters scarcely let Stevens get out of sight so long as he was anywhere near the extensive halldom which Harriman has so successfully kept bottled up all these years.

"Stevens not only inspected the topography through which he passed with great care, but he directed many of his inquiries at various points where stops were made to matters pertaining to water rights, power rights, reclamation projects and kindred subjects, all of which have direct bearing on railroad development or are closely inter-related with such enterprises.

"The future of the Oregon empire as a battle ground between Hill and Harriman looks brighter as a result of Stevens' present visit. And the fate of the vast and dormant region will depend in a large measure upon the nature of John F. Stevens' report to James J. Hill, whom he served so faithfully and with such brilliancy in the extension of the Great Northern to the coast that Hill remarked, 'His work is one of the most remarkable achievements in American railroading, the acme of engineering pluck and ability.'"

NEW M. E. CHURCH TO BE DEDICATED JULY 25

The new Methodist church in Madras will be dedicated next Sunday, July 25, and an interesting program is being prepared for the occasion. Dr. D. L. Rader of Portland will deliver the dedicatory address. Dr. Walton Skipworth, the district superintendent, and other visiting ministers will be present. Good music will be provided. There will be a basket dinner at 1:30, and everyone is invited to attend and bring their baskets. Other services will be held during the afternoon and evening.

It is understood that all of the ministers who have ever had the Madras charge of the M. E. church will be in attendance at the dedication exercises, with one exception. This charge is growing rapidly and is one of the most important in the interior.

The fourth quarterly conference will be held Saturday afternoon July 24, at 8 o'clock.

AT ROBINSON'S BIG STORE

Paint YOUR Building

We have a full line of Paints, Oils, Varnishes,
and Building Materials of all kinds. Come in
and see us about

CHI-NAMEL, The new Varnish for
Floors, Furniture, and all interior work.

WILL NOT SCRATCH OR SCAR

J. C. & M. A. ROBINSON
GENERAL MERCHANTS
MADRAS, OREGON