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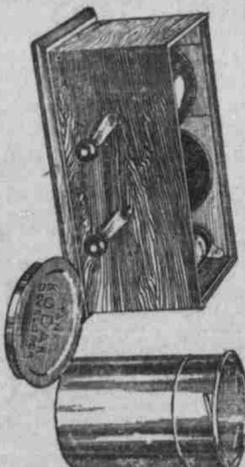
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## WAR OF RAILWAYS BEGINS ON DESCHUTES

### Oregon Trunk Starts Construction On Central Oregon Road

### HURRYING MEN AND EQUIPMENT TO FRONT

Grading Machinery Sufficient To Keep 500 Men Busy In Rushed Into Deschutes Canyon--

Will Build To Madras

A special to the Oregonian from The Dalles, dated July 28, says:

Railroad grading equipment, consigned to Porter Bros., contractors, was unloaded here today, and preparations have been made to begin in the morning transferring the material to Sherars Bridge, on the Deschutes River.

Work on the railroad through the Deschutes canyon into Central Oregon will begin immediately—by Monday at latest—and this road will not be Harriman's, according to the contractors.

This is regarded as the first move in a titanic struggle between Harriman and Hill for control of the Deschutes grade into interior Oregon, and a repetition of the tactics carried on four years ago when Hill bested Harriman for control of the only route down the North bank of the Columbia River.

Johnson Porter, member of the firm of Porter Bros., contractors, is in the city and superintended the unloading of the grading equipment. Mr. Porter will not admit that his company is working for Mr. Hill, but insists he is not in the employ of Mr. Harriman.

Mr. Porter is the contractor militant who built the North Bank for Hill in the face of Harriman's active and sometimes forcible opposition.

"Do you expect to beat Mr. Harriman in this race as you did when working for Mr. Hill in constructing the North Bank road?" Mr. Porter was asked.

"We are not here to make our boasts; we are here to build a railroad up the Deschutes canyon, and if there is any race we expect to win, of course," was Mr. Porter's reply.

"There is plenty of room up the Deschutes canyon for two roads," continued the railroad contractor. "There is plenty of room for us and Mr. Harriman, too. Our surveyors have found it possible to parallel the O. R. & N. between The Dalles and the mouth of the Deschutes River, and the grade up the canyon will not be difficult.

"Our surveys have all been made, and everything is in readiness for actual construction. If possible, we hope to get the men to work within a week. Work will be rushed as fast as men and teams can be supplied. I shall start for Sherars Bridge in the morning, where we expect to do our first work. The first camp will be established a little this side of Sherars Bridge. Another camp will be established on the Charley U'Ren ranch, above White Horse rapids, opposite the mouth of Warm Spring River, about 75 miles from The Dalles.

"We have now 100 men who are ready to go to work, but we need more men and teams. We have sufficient equipment here for use by 500 or 600 men.

"No, we do not represent the Oregon Trunk Line. We represent ourselves, you may say. We have surveys for construction work completed as far as Madras, and intend to rush construction work up the Deschutes canyon.

"We don't care to say just which side of the Deschutes canyon we shall occupy. For a portion of the way the road will be on one side of the river and for other portions on the other side."

In this city the supposition is that Porter Bros. are the construction agents of Mr. Hill. Porter Bros. have done much construction work for Mr. Hill. The North Bank road, considered by engineers to be one of the marvels of railroad construction in the Pacific Northwest, was constructed by Porter Brothers.

Among the equipment unloaded here today from the steamer Bailey Gatzert were 60 head of horses and mules and a large number of wagons, tents, scrapers and wheelbarrows.

Teams and wagons have been engaged here as fast as they could be secured and horse buyers are now securing the country in endeavor to secure more. Fifty teams with wagons and men are said to

have been secured at Blalock.

Four years ago, almost to a day, James J. Hill was guest at a banquet at the Lewis and Clark Exposition. During the evening Mr. Hill announced flat-footedly that he intended to build a railroad down the North bank of the Columbia River. Continuing, he said there was a possibility that when the proper time came he might invade Central Oregon, the territory of inconceivable possibilities, which for years Edward H. Harriman has been endeavoring to bottle up permanently and which up to the present time he has succeeded in doing, with most deleterious effects on the development of the state.

Hill has built and put into operation the North Bank road, just as he promised, and that his threat that he would invade the Harriman preserve was no "bluff" is thought here to be signified by his action in sending construction crews into the Deschutes country.

### OREGON TRUNK LINE TO COST \$5,000,000

Porter Brothers Plan To Complete 110 Miles Of Railroad To Madras Within A Year

SPOKANE, July 24.—"It is true that we are building a new railroad in Central Oregon," stated R. B. Porter of Porter Bros., the contractors, to the Chronicle today. "It will be called the Oregon Trunk Line and will run South from The Dalles to Madras, a distance of 122 miles. The government has approved our right-of-way for 110 miles from Celilo to Madras.

"The cost of this 110 miles will be about \$5,000,000, and we expect to complete this part of the track within a year. A line of boats will connect with the road, running to Portland, and we also expect to run boats to Lewiston, Idaho.

"Our present plans are to run South only to Madras, but probably in the near future the road will be extended further into the interior.

"The entire stock of the Oregon Trunk line is owned by Porter Bros. of Spokane and V. D. Williamson of New York. We have nothing whatever to do with the Hill interests. It is true we are in opposition to Harriman's line, but only as a matter of competition."

### BOOSTING CROOKED RIVER PROJECT

Portland Commercial Interests Asked To Help Secure Favorable Action

The Madras Chamber of Commerce through Secretary Rea has written a strong letter to the Portland Chamber of Commerce, asking that body to assist in securing favorable action by the Reclamation Service at once on what is known as the Crooked River project. The Portland commercial body is especially urged to bring the project to the favorable notice of Secretary of the Interior Ballinger during his present visit in Oregon. Roscoe Howard, manager of the D. I. & P. Co. at Bend, also boosted the Crooked River project, in an interview given the Oregonian during his recent visit in Portland.

The letter from the Madras Chamber of Commerce says, in part:

"By concentrating the efforts of the city of Portland, through its commercial bodies, and those of the people of Crook County, we feel sure that we can induce the Reclamation Service to proceed with what is known as the Crooked River project; one which, if developed, will be of incalculable benefit to all our section and which will furnish a great productive territory to the city of Portland. This project contemplates the construction of storage reservoirs in Crook County upon upper Crooked River, conserving the Winter flow of that river and irrigating more than 100,000 acres of fine land around and between Prineville and Madras.

"The Reclamation Service has made preliminary surveys for the project. A petition will be sent by the people of Crook County to the Interior Department, requesting that this project be put through.

"With a strong and earnest effort on all our parts, in view of the certainty of quick rail communication with this section by means of the Deschutes railroad, we feel certain that the desired results, which will be so beneficial to us all, can be accomplished.

"To that end we respectfully request that you urge the immediate building of this project with Secretary Ballinger upon his forthcoming visit to your city.

## NEW M. E. CHURCH BUILDING DEDICATED

Prominent Ministers Attend Exercises--Attractive New Edifice Clear Of Debt

The handsome new building of the Methodist church at this place was dedicated last Sunday morning, the occasion being a memorable one for the members of that denomination in this locality, to whom Sunday's exercises were the culmination of two years of earnest, diligent and faithful labor. Dr. D. L. Rader of Portland, Dr. Walton Skipworth of The Dalles, Rev. J. K. Craig of White Salmon, Washington, Rev. C. L. Lowther of Redmond and Rev. G. R. Moorhead, the local minister, participated in the exercises. The dedicatory sermon, a strong and eloquent discourse, was delivered by Dr. Rader, following which the formal dedication of the new building was conducted by Dr. Skipworth, presiding elder of the district, who accepted the building for the church at the hands of the trustees, Mrs. J. H. Horney, Messrs. W. A. Ellis and I. F. Slutt. A special musical program had also been prepared for the occasion.

The new church building is one of the most attractive and most comfortable in the interior country, and the members of the church feel a pardonable pride in their accomplishment as the building is entirely free from debt. Plans for the Madras church were first made a little over two years ago, when Rev. J. K. Craig had the Madras charge. During his pastorate here the plans progressed and when he was removed to another charge about a year ago the building had been almost completed. Under the present pastor, Rev. G. R. Moorhead, the work has continued and the new building has been completed and furnished and fully paid for. The undertaking is one in which both pastors have labored faithfully, and they deserve great credit, as do the members of the church who worked with them. At the meeting held Sunday evening in which all the ministers present participated, Mr. Craig and Mr. Moorhead each told a number of pathetic but at the same time amusing incidents, illustrating the sacrifices which had been made by members of the church in building and paying for a house in which to worship.

There were a large number of out-of-town people in Madras Sunday to attend the dedication. After the exercises at the church, a big basket dinner which had been prepared by the ladies of the church, was served at the old school building.

## NEW COURT HOUSE BUILDING ALL RIGHT

The recent alarming stories over the condition of the new courthouse, which stories originated in Prineville and were thought to be well authenticated, prove to have been entirely unfounded. An investigation has been made of the structure and there is nothing wrong with the foundation or the building. The report arose out of the fact that the casing of one of the basement windows had sagged in, this giving the appearance of bulging walls. The window has been straightened up, and the building now appears to be in good condition. The examination of the building was made by competent mechanics, who announced that there was nothing wrong with the foundation.

### TEACHERS' ANNUAL INSTITUTE

The Teachers' Annual Institute of Crook County will hold its annual session in the High School building at Prineville, October 19, 20, 21 and 22. State Supt. J. H. Ackerman, President W. R. Kerr of Oregon Agricultural College, Professor A. L. Alderman of University of Oregon, and other prominent educators of the county and state will be present. Friday, October 22, will be "school day" at the County Fair, and a joint session of school officers and teachers will be held on that day.

### Marking County Roads

P. T. Monroe, road supervisor in the Cross Keys district, was in town Monday in attendance at county court. Mr. Monroe will, on his return, place a signboard at the county line between Crook and Wasco, at the Schultz place, just beyond Cross Keys, marking the division between the two counties and giving the traveler a chance to judge between the condition of the roads of the two counties. Another signboard will also be placed at the point where the new Lane Gap road branches off the main Shaniko road for Madras. It will bear the inscription: "Madras 15 miles, Prineville 88 miles.—Prineville Journal."

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