

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, AUGUST 5, 1909.

NO. 51

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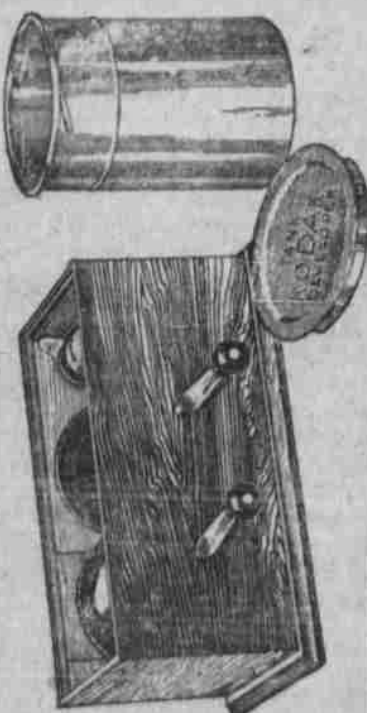
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MADRAS, ORE.

Looks Like Hill Behind Oregon Trunk Line

STRONG EVIDENCE OF NORTH BANK CONNECTION

Will Bridge Columbia--Fight For Des-
chutes Canyon Will Be Battle
Royal--Both Sides
Rush Work

There seems now to be little doubt that the activity of Porter Brothers in the construction of the Oregon Trunk Line in the Deschutes canyon has the support and backing of James J. Hill. Porter Bros. are the largest firm of railroad contractors on the Pacific Coast, and there is no doubt they could summon to their aid sufficient money to build the Deschutes road themselves were they so inclined, but the theory that they are either playing a hold-up game on Harriman, or are building the Deschutes road themselves, has been dissipated by the developments of the past week.

Not the least important fact from which this conclusion is drawn is the personnel of the forces which are directing the fight of the Oregon Trunk Line in the Deschutes canyon. N. W. Bethel, chief engineer of the Oregon Trunk, made the location of the North Bank road for Mr. Hill. Attorney James B. Kerr of Portland, who is looking after the legal end of the Oregon Trunk Line, is the lawyer who conducted the successful fight for Mr. Hill on the North Bank road, when Mr. Harriman spent several hundred thousand dollars trying to block the construction of that road. John F. Stevens, whose recent visit into Central Oregon gave the first inkling of the contemplated invasion of this country by Mr. Hill, whose confidential representative he is, has been in frequent conference with Attorney Kerr and Porter Bros., it is said. Mr. Stevens is reported to have gone East to make a personal report to Mr. Hill, on the result of his investigations.

Another important fact which has leaked out is that the Oregon Trunk Line engineers have made surveys for a bridge across the Columbia at The Narrows. On this subject the Portland Telegram is authority for the following statement: "W. N. Bethel, the big engineer and right-of-way man for the Oregon Trunk Line, who has always been a Hill man, has made surveys at the point where it is reported that a bridge will be built across the Columbia. Bethel conducted the surveys personally in the vicinity of the Narrows on the quiet. The engineer was at least making specifications for bridging the Columbia River, and a bridge across the Columbia could only connect with a Hill road, the North Bank. Bethel is known to have secured estimates on the cost of the amount of cement which would be needed in the construction of the bridge."

In the meantime the Harriman contractors are concentrating their forces in the Deschutes canyon, and supplies and equipment for construction work are being rushed in daily, these supply trains having the right-of-way over all other trains. Mr. Twoby, head of the firm of contractors, who are building the Harriman road, states that his firm will put every bit of outfit and equipment that can be raked and scraped together into the field, and he added that this would be done just as rapidly as possible. Twoby Bros. are establishing camps at a number of points along the lower Deschutes, and a number of sub-contracts have been let, one of these sub-contracts being for a piece of work between the mouth of Trout Creek and the point where the line leaves the Trout Creek canyon. They have announced that camps will be established along the entire line just as rapidly as the way is cleared for permitting this to be done. This great activity on the part of the Harriman forces is also being cited as a strong indication that they know who is behind the Oregon Trunk Line, and that it can be none other than James J. Hill.

HILL'S SLOGAN, "ON TO 'FRISCO"

It is not a struggle for the control of Central Oregon territory that has led Hill to join battle with Harriman in the majestic canyon of the Deschutes River. Harriman may be guarding with jealous eye the long-boiled preserves of the vast Central Oregon empire, but with his ancient enemy the battler is "On to 'Frisco!" Mastery in this state is purely incidental, and preliminary, an inconsequential advantage to what

ever interests may gain it, says the Portland Telegram.

This is the general opinion that is crystallizing in the minds of local railroad men who have been spectators of the numerous memorable clashes between the titans of the Northwest. One and all acknowledge that no more bitter warfare was ever inaugurated between these warring hosts than is now taking form in the wild and picturesque wastes of interior Oregon. Hill already has the upper hand so far as the preliminary moves that have been made are concerned. Porter Bros., his contractors, have occupied and are holding strategic positions, have five camps to Harriman's one, and from an engineering standpoint they have a tremendous advantage.

Madras Will Be Construction Headquarters

TWO LARGE CAMPS WILL BE NEAR INTERIOR TOWN

Promising Crook County Town Soon
To Be Radiating Center Of
Railroad Activity

The Portland Evening Telegram of July 31, says:

Madras promises to be the center of railroad-building activity by the Harriman interests in the next few days. Twoby Brothers are skirmishing about Portland trying to pick up another gang of laborers, who are informed that this town, located 100 miles in the interior, is to be their destination. While there is a rather serious scarcity of labor here now because of the repeated inroads made by the warring Central Oregon contractors, it is said that one of the biggest outfits yet assembled is to be rushed in to Madras, the first town of any importance touched by both the Deschutes Railroad and Oregon Trunk Lines.

This report is further borne out by the fact that a number of settlers living in cabins within several miles of Madras and along the Harriman surveys have been notified to abandon their shacks, as the Twoby Bros. expect to begin blasting rock in that vicinity as soon as proper outfit and equipment can be laid down at the scene of operations. Porter Bros. have already announced that they expect to pitch camp on the upper portion of the canyon not far from Madras.

The importance of this situation lies in the fact that it discounts the frequent assertions that the frantic rivalry demonstrated in the interior is only a bluff. Railroad experts hold that it would be folly for the warring factions, particularly the alleged "obstructionists," to go to all the expense and trouble of carrying the campaign more than 100 miles up the canyon if they were simply in the hold-up business, when the blockading could be accomplished at much more advantageous and less remote points.

Beginning of activities in the region around Madras can, therefore, be construed as showing that the battle is only just begun, and that if it is a bluff it is a mighty big one.

Constantly increasing numbers of Portland people are flocking into the interior since railroad activity began, and several who have returned or heard from there state that Madras is getting extremely excited and is undergoing a good-sized boom.

The only thing that can spoil this boom is for Hill and Harriman to form another peace pact, divide their "sphere of influence" and throw up a coin to see whether Porter Brothers, or their rivals, Twoby Brothers, shall build the road.

COUNTY COURT ACTS ON ROAD PETITIONS

The following road petitions from this section were acted upon by the County Court at an adjourned session of the July term:

Petition of C. T. McCall and others was continued to September term because of failure to show legal posting of notice.

Petitions of Jack W. Jones and others, with affidavits of posting notice and bond of \$500 filed and approved. Remonstrance not proper at this time. Viewers ordered to meet at beginning of road August 24, view out, survey and

(Continued on page 5)

WARFARE ON DES- CHUTES CONTINUES

Harriman Forces Try To Break The Porters' Blockade

WAGON ROAD TO CAN- YON BONE OF CONTENTION

Porter Bros. Control Important Pass
To Deschutes River--Fight For
This Road Carried
To Courts

The Portland Oregonian's staff correspondent at the scene of the conflict between the Hill and Harriman forces in the Deschutes canyon has sent his paper the following account of the progress of the struggle between the rival roads:

Grass Valley, Or., July 30.—For the first time since Porter Bros. locked the gate at the Gurtz ranch, two loaded freight wagons were sent over the road toward the Deschutes canyon today by Twoby Bros., Harriman's contractors. The wagons were denied the right to cross the ranch by Porter Bros.' guard and returned to this place without attempting to force their way through the fence. Porter Bros.' man did not offer any armed resistance. The guard's two in number, simply refused to unwrap the chains, making no threats.

At the time the two teams reached the gate, H. A. Brandon, construction engineer, Jay Bowerman, legal representative here of the Harriman interests, and J. W. Twoby, were on the scene, having gone out in an automobile. The entire party, including the freight wagons, returned to town, and almost immediately Mr. Bowerman, accompanied by L. R. French, who has an interest in a homestead entry on one of the tracts on which Porter Bros. have secured an option, returned to the vicinity of the disputed gate. Mr. Bowerman reached Grass Valley again late this evening.

"We will have a wagon road entrance through the canyon within a week," was his announcement, but he refused to reveal his plan of action at this time, and declined to discuss the subject further. At the office of Harriman's contractors it is stated that the sending of the two teams to the gate today was done upon the advice of counsel, and was simply for the purpose of ascertaining the exact attitude of Porter Bros.

Railroad laborers are now going on the works in numbers. The evening train brought out about 40 men for Porter Bros. and about 90 for Twoby Bros. All these men were taken on to the end of the railroad at Shaniko, and will be put at work above mile post 75, in the canyon of the Deschutes at Horseshoe Bend. Porter Bros. apparently are now preparing to send men on the grade further up the river, where Twoby Bros. have had a camp for some time and have men employed in rock work and grading.

Porter Bros.' 42 Italians, who reached the bottom of the canyon today, were kept busy building a camp of their own, and it was stated that as soon as this was established they would go to work at a point up the river. Porter Bros. now have 16 men at work on the tunnel.

The increasing of Porter Bros.' forces in the canyon strengthens the possibility of a clash. This may happen if the two forces attempt to work at some point where there is room enough for but one, but the situation is quiet at present.

The Harriman contractors still have a large number of their employes at work on the extension of the wagon road to the upper tunnel portal, a distance of one and one-half miles. Some of the road has to be blasted out of the hillside, and it is an expensive piece of work. The extension is not yet in shape to be used. Engineer Dewitt, in charge of the Porter Bros. construction work, has surveyors at work down river from the tunnel, from which direction the Porter construction forces are advancing on the tunnel via the Hill ranch and crossing the river by boat.

Equipment continues to arrive for the O. R. & N. construction. Fifty cases of construction tools and camp equipment and supplies have been brought in for Twoby Bros. and unloaded either at Moro, Grass Valley or Shaniko. It is estimated that this is an equivalent to more than 1250 wagon loads.

PORTER BROS. BLOCKADE RAISED

Grass Valley, Or., Aug. 2.—In the face of an advance of overwhelming numbers

(Continued on page 5)

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