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## HILL EXTENDS WORK SOUTH

### Construction Force Sent To Trail Crossing

### PORTER BROS. STEAL MARCH ON HARRIMAN

### Secure Strategic Crossing Over River From Rival Road

### INDICATES PURCHASE OF CENTRAL OREGON SURVEY

### Send Construction Gangs To Begin Work At Bridge-Site Where Surveys Conflict Over Crooked River

Dirt began to fly in Crook County, Monday morning, on the much-heralded Hill railroad into Central Oregon, when a large construction force sent in by Porter Brothers, contractors of the Oregon Trunk Line, began work at the crossing over Crooked River near Trail Crossing. Men and teams are working on both sides of the river at that point, and a large construction force is being assembled for work in both directions from the river.

Like "Horatius at the bridge," Porter Bros. are holding the Crossing against all comers, and the hurrying in of construction forces to this end of the line is significant of two facts: One, that the Oregon Trunk Line has purchased the Central Oregon survey made last year by the D. I. & P. Company, and the other, that the war between the Harriman and the Hill forces is to be continued on South after the Deschutes canyon is left, and no opportunity overlooked for securing some strategic advantage. That the Central Oregon survey has been acquired by the Oregon Trunk Line there can be no doubt, for the Oregon Trunk has no survey of its own further than eight miles South of Madras. The Central Oregon survey and the survey of the Harriman road cross Crooked River at identically the same points, practically the same hubs being used, and the commencement of work by Porter Bros. at that point can mean only that the Oregon Trunk has purchased the Central Oregon survey and has put its construction forces at work at the crossing over the river, to hold it against the Harriman line. Robert Rea, who made the survey for the Central Oregon line, has been placed in charge of the construction work for the Oregon Trunk Line at Trail Crossing, which is another indication that the Central Oregon survey has been purchased by them, and will be utilized by the Hill line in the construction of its road South from Madras. The Central Oregon survey has been approved by the Interior Department, and the acquisition of those rights and the prior occupation of the bridge-site on Crooked River has given the Oregon Trunk Line a strategic advantage on that portion of the line, as the fact that both roads chose that particular point for a crossing over the river indicates some decided advantage to be gained.

Men, teams and equipment for railroad construction work began arriving in Madras last Saturday, and after loading up a number of wagons with camp supplies which were purchased of local merchants, they left immediately for Trail Crossing. No announcement had been made of the commencement of construction work by the Oregon Trunk Line South of Madras, and it had in fact been stated that Madras would be the terminus of the present contract of Porter Bros., but it soon became known that the outfit belonged to Weyment & Miller, sub-contractors under Porter Bros., and that they were going to Trail Crossing to begin work. Robert Rea, who returned from Portland last Thursday, has been busy since his arrival buying camp supplies—hay, grain, lumber and other materials. So quietly was the move executed by Porter Bros. that

the Harriman forces in this locality had no intimation of the intention of the Oregon Trunk to begin work South of Madras. There was no warning from Harriman scouts of the approach of the enemy, and the bridge was being held by Horatius—that is to say, by Porter Bros.—before the doughty fighters were even suspected of such base designs.

The Central Oregon survey, which the Oregon Trunk Line has apparently acquired, was made by the D. I. & P. Co. last Fall, with a view at that time of connecting up with an extension of the Columbia Southern from Shaniko. The survey runs South from Madras, through Opal Prairie and around Juniper Butte, across Crooked River one mile below Trail Crossing, and from there to Redmond. It was the first survey made South from Madras by that route, and proved to be a line of easier grades than had been secured by former surveys, all of which crossed the divide at Lamonia and found a crossing over Crooked River at O'Neil's. There is room for a dozen lines by either route South of Madras, but the crossing over Crooked River secured by the Central Oregon survey and now acquired by the Oregon Trunk Line is conceded to be the most advantageous that could be located, and the guarding of that point by the Oregon Trunk Line indicates the value which is placed upon it.

### RAILROAD HOSPITAL TO BE LOCATED AT MADRAS

### Harriman Road Will Establish Hospital Headquarters Here For Construction Force

Drs. Waffle and Kettle, members of the medical corps of the O. R. & N. railroad, have been in Madras several days during the past week, looking up a location for a hospital to be established at this place for the care of the laborers and employes on the Harriman line under construction in this section. Dr. Waffle is one of the assistants of Dr. K. A. J. MacKenzie, chief surgeon for the Harriman lines in Oregon, and since the commencement of actual construction on the Deschutes Railroad, has been appointed chief surgeon for Twohy Bros., who have the contract for building the Deschutes line for Harriman. Dr. Kettle will have personal charge of the hospital to be located at this place.

A building for the location of the hospital has not been secured in Madras, although it is definitely stated that the railroad hospital for the construction force on this end of the Deschutes line will be located here. When construction work gets fairly under way on the Harriman line there will be several thousand laborers employed on this end of the work. The medical care and attention required by this large force, as well as the sanitary precautions necessary in the numerous construction camps to safeguard against epidemics of disease, requires the presence in the field of members of the medical corps as a part of the construction forces. At convenient points along the line hospitals are maintained for the care of the sick and injured, and one of these hospitals will be located at Madras.

### W. A. ELLIS ASKED \$500 DAMAGES

In reporting the condemnation suit filed in the Circuit Court by the Deschutes Railroad Company against W. A. Ellis and wife for a right-of-way across their homestead Southwest of Madras, the statement was made in last week's issue of The Pioneer that the railroad company offered \$100 and that Mr. Ellis asked \$1000 damages. The statement was hearsay, and was incorrect. It has since been learned that the railroad company offered to pay \$250 for the right-of-way, and that Mr. Ellis asked \$500, although he stated that he believes his property will be damaged \$1000. This correction is made as there was no intention to create a false impression as to the damages demanded by Mr. Ellis.

### HILL BUYS CENTRAL OREGON

John F. Stevens has purchased for the Oregon Trunk Railway Company the entire capital stock of the Central Oregon Railroad, and now owns all of the charter privileges, right of way and all other property of the latter company, says the Portland Telegram. Announcement of this coup on the part of the Hill people is the latest development showing the vigor with which the Oregon Trunk work is being pushed. Harriman people were supposed to have the Central Oregon concern in their vest pocket. It was organized for Harriman

(Concluded on page 4)

## Hill Road Wins Injunction Suit In Court

### COMPROMISE REFUSED BY HARRIMAN ATTORNEY

### Federal Judge Bean Decides Oregon Trunk Has Prior Rights in Deschutes Canyon

The Oregon Trunk Line gained a sweeping victory in the Federal Court at Portland last Wednesday, when Judge Bean rendered a decision upholding the prior rights of the Oregon Trunk Line in the Deschutes canyon, and temporarily enjoining the Deschutes Railroad, as the Harriman line is known, from obstructing the work of the Oregon Trunk Line and from trespassing upon the latter company's right-of-way. Immediately following the decision of this important case in their favor, the attorneys and contractors for the Oregon Trunk Line left for the Deschutes canyon for the purpose of putting in operation and pushing forward as rapidly as possible the plans already started for the completion of the line.

It was stated by the attorneys for the Oregon Trunk Line, after the decision had been rendered, that the Hill interests would in no way oppose the building of the Harriman road, and that they were ready and willing to engage in a compromise as to conflicting rights in the canyon, in spite of their victory in the federal court. It is insisted by these attorneys that two roads can be built in the canyon.

Judge Carey, one of the Oregon Trunk attorneys, stated in an interview given the Oregonian. "The Oregon Trunk Line will be built as rapidly as possible. A great many men are already at work on the conflicting stretch of the river as well as at various points below. This decision will not in any way delay the Deschutes Railroad Company in building its line, as there is ample room along the river without interfering with the rights protected by this injunction. In fact, on the argument before Judge Bean, I offered in behalf of the Oregon Trunk to have the whole controversy adjusted so that both lines could be built without conflict."

"Notwithstanding this decision in our favor, I still very much desire to make any reasonable concession to avoid litigation. I proposed that competent engineers be appointed by the court to report upon a favorable plan. This was not accepted, but I still think this was a very sensible way to adjust our differences. If necessary where there is a conflict on the river one or the other of the companies would probably make a change of surveyed lines, as, for instance, to the opposite side of the river, so that conflicts in the future would be avoided and money saved in construction work."

The decision by Judge Bean keeps in force the restraining order made by Judge Wolverton August 9, enjoining the Harriman contractors from interfering in any way with the work of the Oregon Trunk Line on the upper sixty miles of the line, at any point where there is conflict between the two rival roads. The court in effect holds that the Oregon Trunk Line, having been granted right-of-way at those points by the interior department, has a right to go ahead with its construction work, while the Deschutes Railroad Company, never having been granted right-of-way, is not entitled to trespass on the Oregon Trunk Line right-of-way.

### MADRAS TO HAVE BANK

J. M. Conklin, of Portland, has been in Madras several days this week, looking over this locality with a view to establishing a bank, and after making a thorough inspection of the country tributary to the town, has definitely decided to open up a bank at this place at once. Organization papers for a banking corporation will be prepared before the end of the week, or as soon as all the preliminary arrangements are completed. Mr. Conklin will be the principal stockholder in the bank, but some stock will be held by local business men. Mr. Conklin is a banker of some experience in this state, and comes to the community well recommended. He has banking interests at Mt. Angel and at other points, but has been attracted to Central Oregon for some time, and after coming and looking over the situation in this locality, decided to establish a bank at this point.

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