

## The Madras Pioneer

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THURSDAY - SEPT. 2, 1909

### CALIFORNIA THE GOAL

The developments of the past week in the railroad game as it is being played in Central Oregon indicate clearly the intention of Mr. Hill, who is backing the Oregon Trunk Line, if there has been any doubt for some time past as to what those intentions were. That California is the goal does not appear longer to admit of any question, and accepting that as the solution of Mr. Hill's backing of the Oregon Trunk Line in its invasion of Central Oregon, it is not difficult to understand the bitter fight the Harriman interests are waging against every step in the progress of that road.

Only a short time ago, following the announcement that Mr. Hill was behind the Oregon Trunk, it was given out that Madras was to be the terminus of the present line under contract, but the statement was not even at that time taken seriously by anyone. Since then surveying parties in the employ of Mr. Hill have gone to Bend and begun surveying South from that point. The Central Oregon survey, running from Madras to Redmond, has been acquired by the Oregon Trunk Line and construction forces put to work on it at points of conflict with the Harriman survey. There is evidently to be no cessation of hostilities on the part of the Hill road, but the fight will be carried on South from Madras, across the state and into California, the ultimate goal.

For years Hill has been credited with an ambition to invade California, the stronghold of his rival, Harriman. During these years Hill engineering parties have scouted the field along the Pacific coast, looking for a coast line into California, but the almost insurmountable barriers made it extremely improbable that such a line could be found. Then the Oregon Trunk Line, with its North Bank connection awaiting it, with its water level route by the Deschutes River to Central Oregon and its choice of a dozen routes across that rich but undeveloped empire into California, offered Mr. Hill the opportunity he had sought for the realization of his ambition, and without blare of trumpet, the work was under way. And those who have watched the building of the Hill lines in the Northwest, of which the North Bank was a fair example, have no doubt of the completion of the project.

The division of the Central Oregon traffic field so long guarded by Mr. Harriman is no small loss to the Harriman interests, but the invasion by his rival of the California field, where Collis P. Huntington built up the great transportation monopoly of the Southern Pacific system now controlled by Mr. Harriman, is the fear which stirred the Harriman interests to their present fight. Central Oregon is rich in traffic possibilities, but Mr. Harriman has guarded it closely from all sides not only because of that great wealth which he expected to tap "some day," but because an independent or rival road in

Central Oregon might prove an opening wedge to his greater treasure box, the transportation monopoly in California.

### UP TO MR. HILL

The Portland Oregonian says editorially regarding the recent Deschutes canyon decision:

Hill forces appear to have won a distinct victory in the order issued by Judge Bean, of the Federal Court, yesterday morning forbidding Harriman forces from trespassing on the 60 mile right-of-way claimed by the Hill contingent between Madras and the mouth of White Creek. For numerous reasons which have already been explained, the sentiment of the public has been with the Hill interests in this fierce contest. Mr. Harriman undoubtedly intended to build his line up the Deschutes canyon, but he was so slow getting round to it that the public became exasperated over the delay and naturally welcomed the appearance of a railroad builder less prone to procrastinate. The decision yesterday leaves Mr. Hill with no further obstacles of consequence to prevent immediate construction of the line, and the public will expect speedy confirmation of the belief that its confidence was not misplaced.

A very important point in the controversy is touched in the decision in the statement: "There is room for both of these roads, and it would seem that each can be built without conflicting with or encroaching upon the rights of the other." This being true (and Judge Bean cites Chief Engineer Bosche's affidavit in confirmation) the defeat in the courts of either line, on the points just decided, would not be a serious obstacle to construction. The recent agreement between the Hill and the Harriman forces, by which both systems are to use the same tracks between Portland and Puget Sound, offers plenty of proof that, if absolutely necessary, both roads could use the same tracks in the Deschutes canyon. The general public is only mildly interested in the legal technicalities which are being raised by both parties to the contention. What the public does want is a railroad into Central Oregon.

### SETTLING THE HIGH DESERT

Bend, Or., Aug. 26.—A large region that is destined to become a dry farming country, and as such will be unsurpassed in Oregon, is a section of country a half day's drive to the South and East of Bend, known locally as the "High Desert." This land lies between the Paulina Mountains and the Fremont Forest Reserve. At present it is a scope of bunch grass conceded by stockmen to be the best range now left in the state. The land is nearly free from rock and only a few junipers are scattered here and there. In many places water has been found at a depth of only a few feet. It only needs the plow to transform it into a fine farming country. Owing to its remote situation and to jealousy of stockmen, it has lain idle and been used only as range, but now Bend real estate men are interested in seeing that section settled, and are securing many settlers for it. Many have already filed on homesteads.

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## HILL BUYS CENTRAL OREGON

Continued from page 1

interests, to work in harmony with the Harriman plans. The fact that the Hill people have captured the prize, whatever it is worth, seems to be an attestation of energy in that camp which is destined to reap, on victory after another in the Central Oregon railway building contest.

F. S. Stanley, first vice president of the Deschutes Irrigation & Power Company, which is the concern carrying out the large irrigation work at and near Bend, has been regarded as a close Harriman friend. He admitted this morning that the sale had been made to Hill interests, but did not care to comment in any wise upon its portent.

When the Oregon Trunk announced this morning that it had acquired all of the rights and surveys made by Mr. Stanley and his associates along the line where Mr. Harriman's railway builders would need assistance, popular amazement was stirred as by few if any other developments in the Central Oregon railway war. This deal does not mean that Mr. Harriman's people will be excluded from any given district, but it does suggest that the choice routes and all favoring elements of construction are being acquired by the rival concern, back of which is Mr. Hill.

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MADRAS, OREGON

Not Coal Land

HOMESTEAD.—Notice for Publication, Department of the Interior, U. S. Land Office, The Dalles, Oregon, August 25, 1909.

Notice is hereby given that

ROBERT B. McLANE,

of Madras, Oregon, who, on September 7, 1908, made Homestead, Serial No. 05197, No. 13319, for e<sub>1</sub>/<sub>2</sub> sec 1 and e<sub>1</sub>/<sub>2</sub> sec 2, n<sub>1</sub>/<sub>2</sub> sec 12, tp 11 s, r 12 e, w m.

Has filed notice of intention to make final five-year proof, to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner at his office at Madras, Oregon, on the 5th day of October, 1909.

Claimant names as witnesses:

C. W. F. Foote, L. Foote, F. M. McClintic, W. D. McNeemar, all of Madras, Oregon.

C. W. Moore, Register

e2-e30

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LOTS FOR SALE CHEAP.—For a short time only the Madras Townsite Company is offering lots for sale at very low prices. Their advertisement on the back page of this paper contains map showing location of Madras with reference to the several railroad surveys through this section. Construction of either of these roads will make Madras the trading center of a large territory. The time to buy is now, before the railroad starts, when prices will advance.

ESTRAY.—I have taken up a dark brown-roan horse, branded circle J on left side; sweetie in left shoulder. Owner can have same by calling for it and paying charges.—A. L. Williams, Madras.

STEAM ROLLED FEED For sale at the water station at 2¢ per pound.—J. C. Waymire, Madras.

AUCTIONEERING—Col. W. H. Reynolds, of Madras, Oregon, an Eastern Auctioneer, will sell all kinds of merchandise or stock; farm sales a specialty. Will go anywhere in Oregon or adjoining states. Regular prices. Call on or write Col. W. H. REYNOLDS, or A. C. Sanford, at 15-3t

## Dairy Cows

### J. E. KIMSEY

Will be in Madras September 18, '09, with his dairy herd of JERSEY and SHORTHORNS to be sold at auction sale on said date

(SIGNED)

### LEVIN & KIMSEY

Antelope, Oregon

STATE SELECTION. Notice for Publication, United States Land Office, The Dalles, Oregon, July 17, 1909.

Notice is hereby given that State of Oregon has filed in this office its application, Serial No. 65084, to select under the provisions of the Act of Congress of August 14, 1848, and the Acts supplementary and amendatory thereto, the n<sub>1</sub>/<sub>2</sub> sec 24, tp 10 s, r 14 e, W. M.

Any and all persons claiming adversely the lands described, or desiring to object because of the mineral character of the land, or for any other reason, to the disposal to applicant, should file their affidavits of protest in this office, on or before the 2nd day of September, 1909.

122-a26 C. W. Moore, Register

Not Coal Land

HOMESTEAD.—Notice for Publication, Department of the Interior, U. S. Land Office at The Dalles, Oregon, July 12, 1909.

Notice is hereby given that

GEORGE W. BANKIN,

of Madras, Oregon, who, on March 4, 1906, made Homestead [Serial No. 03406] No. 14249, for w<sub>1</sub>/<sub>2</sub> sec 1, n<sub>1</sub>/<sub>2</sub> sec 27, tp 11 s, r 14 e, w m.

Has filed notice of intention to make final five-year proof, to establish claim to the land above described, before Howard W. Turner, U. S. Commissioner, at his office at Madras, Oregon, on the 5th day of September, 1909.

Claimant names as witnesses:

M. G. Irwin, James Atkins, T. B. Black, W. M. Jarrett, all of Madras, Oregon.

C. W. Moore, Register

e5-e2

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