

The Madras Pioneer

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NO. 6

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LIST WITH ME

Construction Forces Con- tinually Increasing

WORK WILL PROCEED DURING THE WINTER

Supplies Being Rushed To Scene Of
Construction--Both Sides Are
Working In Canyon

Aside from the continual increasing of the forces at work and the opening of new camps, the head offices in Portland of the Deschutes Railroad Company and Oregon Trunk Line say that no changes have taken place in the situation in the Deschutes River canyon, says the Oregonian Sept. 17.

The last reports received by the Harriman road show that the contractors have about 900 men at work. The Oregon Trunk Line reports the number at work for that company's contractors is in excess of 1000.

The winter months will not cause any let-up in activities. Most of the work is in rock and can be pushed in cold weather as well as in the summer. The principal necessity is to get a large amount of supplies into the construction camps before the roads are blocked by snow.

Porter Bros., the Hill contractors, have established camps on the lower river, it is reported, the controversy over the Moody dam site near the mouth having been adjusted by the company agreeing to go over it. Litigation over rights in the canyon, which for a time caused Porter Bros. to delay in letting sub-contractors, has been adjusted to such an extent that the sub-contractors are being let all along the line and the work is practically all covered in this manner at present.

Both railroads are reported working crews at the big tunnels at Horseshoe Bend, where the first conflict occurred early in August.

Yesterday for the first time in a month the blocked road across the Gutz ranch, leading to the brink of the Deschutes canyon at Horseshoe Bend, was opened. Following the dissolution early in August of the temporary injunction secured by the Harriman road restraining the closing of the ranch road, the gate was again locked and two men were placed on guard. Thereafter even the Harriman engineers were compelled to seek access to the canyon by trails, and needed supplies, including hay, were taken to the Twohy Bros' camps by pack animals by another route.

Tuesday, at Moro, the hearing was to have come on for hearing on its merits, but a stipulation was entered into between the opposing sides, providing for the opening of the ranch until the November term of court. Twohy Brothers will thus have a month at least in which to freight winter supplies to the Horseshoe Bend camps. During the short period that the injunction was in force Twohy Bros. freighted large quantities of materials and supplies to their camps, so that the closing of the gate again did not seriously inconvenience them.

A new move in the legal war involving rights along the Deschutes river was taken in the Federal Court in Portland yesterday. The attorneys for the Harriman interests filed a motion asking the court to increase the amount of the injunction bond required by the restraining order of August 24. It is also asked that the center line of the Oregon Trunk Line between Mile Post 40 and the mouth of White Creek be more definitely described. This, it is understood, is for the purpose of making the issues more specific for the consideration of the Interior Department.

ARRESTED FOR FATAL AUTOMOBILE ACCIDENT

Frank Rodman Said To Have Been In
Machine Which Killed Mrs.
Real At Portland

The arrest at Portland of Frank Rodman, formerly of this place, in connection with the accidental killing of Mrs. May Real by an automobile on the Linton road August 5, occasioned not a little surprise in this vicinity among those who had read the published account at the time of the mishap, which seemingly was purely accidental and unavoidable. The article said that Mrs. Real, who apparently was partly intoxicated, alighted from her auto, which had stopped for repairs, and started around

in front of the machine across the road. The automobile coming behind had no chance to see Mrs. Real until it was right upon her, and therefore no opportunity of avoiding the accident, her machine being between the occupants of the on-coming car and herself. Mrs. Real's companion, who heard the auto coming behind, tried to get her out of its way, but could not and she was run over, with the result before stated.

The following is a part of the evidence placed before the grand jury, as stated by a Portland paper:

"What is reported to have caused the grand jury to believe that Rodman and Mrs. Maddox occupied the machine which struck and killed Mrs. Real is the testimony of Frank Hemsworth, formerly a special policeman Hemsworth told the jury that he was at the Lakeview Inn, a resort this side of the Cliff Inn, the night of the accident and during the rush of business he assisted in serving at the bar. He is reported to have said that he recognized the couple after seeing their pictures in the paper, as he remembered serving them with drinks at the Lakeview Inn. This story he repeated before the grand jury and in order to make his statements more conclusive he was sent to the county jail where he saw Mrs. Maddox and was sure that she was the woman with Rodman.

"The testimony of Hemsworth and of others whom the grand jury has examined in the past few days has been merely a gathering of the loose strings which have centered about the statements of Miss Voss, who lives at the house of Mrs. Becker, and upon whose testimony the grand jury acted in ordering the arrest of Frank Rodman and Mrs. Maddox.

"The story told by Miss Voss to the grand jury is to the effect that she saw Rodman and Mrs. Maddox pass her house in the automobile and spoke to them, that later, when she, Mrs. Maddox and Mrs. Becker were in Seattle, Mr. Maddox told her all the details of the tragedy. It was just after the testimony of Miss Voss that the order was issued to take into custody the two parties under suspicion.

"If the statements made by certain persons who were members of the Real party the night that the woman met her death are true, it is said, there is not the slightest chance of Mrs. Maddox or Rodman being convicted of manslaughter or any other crime. These witnesses have revealed certain circumstances showing that Mrs. Real met her death through carelessness in a form which could have hardly been avoided by the occupants of the car which struck her."

In the event that the case comes to trial, it is reported that Mrs. Maddox will be placed on the witness stand in her own behalf, and that Frank Rodman expects to be able to prove an alibi and will probably testify to substantiate his assertion.

GETS MILWAUKEE ENGI- NEER TO RUN SURVEYS

Location Engineer Quits Milwaukee
Road For Position With
Oregon Trunk

Missoula, Mont., Sept. 18.—Further assurance that the Oregon Trunk, backed by the Hill interests, will build to San Francisco, comes in the announcement that Jack C. Baxter, who today resigned from the service of the Chicago Milwaukee & Puget Sound railway to accept a position with the Oregon Trunk with headquarters at The Dalles.

Mr. Baxter, who has for several years been chief locating engineer for the Milwaukee railroad between Bonner and Swan River country, arrived from the Blackfoot country today and telegraphed his resignation to the Milwaukee headquarters in Seattle. Mr. Baxter explained that he will leave tomorrow for The Dalles, where he will be engaged with the Oregon Trunk Line that is to run a distance of 500 miles through Oregon and California to San Francisco.

According to Mr. Baxter it is understood that the construction of the line to which he goes was first begun under the name of the Great Southern road, and was projected and the first work done upon it by White & Nelson, a general railroad contracting concern of Seattle, five years ago. When 25 miles of road had been completed out of The Dalles, all the forces were called off and the work suspended. Recently, however, activities have been resumed by the Hill interests. The line, Mr. Baxter states, will follow the Deschutes River for a considerable distance, then will penetrate one of the richest countries in the West.

HARRIMAN CONTRACTOR MAKES GOOD SHOWING

Construction Is Progressing--Dwyer
Has Menagerie--Division En-
gineer Is Located

A trip to the railroad camps between Madras and Trout Creek shows that work is progressing steadily, and while it may seem somewhat slowly, it will be recalled that railroads, as Rome, are not built in a day. Dwyer & Company have three camps established in the vicinity of Porter Spring canyon and are making preparations to locate two more, one about one-half mile north of Paxton's and the other just at the divide, near T. P. Monroe's place, where there is a stretch of heavy work, a very deep cut being necessary at that point to establish a uniform grade.

In Porter Spring canyon Contractor Dwyer has four or five crews at work where there are deep cuts, mostly rock work, while at another point there is a heavy fill almost completed, which in places is 10 feet high and about a quarter of a mile long. In addition to these crews, laborers are employed at clearing right of way and doing other work along the line. Mr. Dwyer says that he needs drivers badly, and has a lot of teams that are "eating their heads off" because he has not men to take them out on the road. He says that quite a number of men were discharged when the 60-mile injunction was served on Twohy Brothers, and the shortage now is occasioned by these making the report that there is no work here, but this rumor will be overcome in a short time, when there will be plenty of men and he says the commencement of wet weather in the Willamette Valley will also start an exodus of laborers to Central Oregon.

Contractor Dwyer has a large tent about 30x50 feet in dimensions in which is stabled the mules of the camp. He calls these the menagerie and visitors are always invited to see this part of the show. The mules are a valuable adjunct to a contractor's equipment, as their capacity for work is enormous.

F. M. Carter, division engineer for the work from Trout Creek to Madras, located his office in Porter Spring canyon last week and will remain on his residency until the construction work is completed.

COUNTY TEACHERS' ANNUAL INSTITUTE

The teacher's annual institute will be held at Prineville in the High School building Tuesday, Wednesday, Thursday and Friday, October 19, including 22. State Supt. J. H. Ackerman, President Kerr of the Oregon Agricultural College, Professor L. A. Alderman of the University of Oregon, and other prominent educators will be present during the entire session of the institute. Friday, October 22, will be "school day" at the County Fair, and all pupils of the public schools will be admitted free to the grounds.

A joint session of school officers and teachers will be held in the forenoon of Friday, October 22. Superintendent Ackerman and others will address this session. It is desired that every district board in the county be represented, and if it cannot attend as a board it should be represented by a delegate. This will be an occasion of much interest and profit to school officers and teachers.

No public school can be legally in session during the institute and teachers are required by law to attend and for failure to do so, certificate may be revoked. No teacher will be excused without a valid and reasonable excuse. School officers should remember the date of the joint session—Friday, October 22, and be "on time."

HILL PARALLELS HARRIMAN SURVEY

Klamath Falls, Or., Sept. 17.—Activities in the vicinity of Odell, in the extreme Northern end of Klamath County, indicate that the time is not far distant when the Hill interests will have a railroad building into this county. One set of surveyors is working north from Odell and the other south from Bend. The line so far as established parallels the Harriman survey. Farther south than Odell the Hill surveyors have done no work, but it is known that one of the Porter Brothers and Judge Charles H. Carey, chief counsel of the Hill lines, followed the route through to Fort Klamath, traveling incognito and gathering information along the line.

Indications are that it will be the policy of the Hill interests to parallel the Harriman line across the entire state. If the route to Odell is followed, it will be necessary to build alongside the Southern Pacific all the way to Klamath Falls, as the character of the country is such that this is the only feasible route.

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