

The Madras Pioneer

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NO. 7

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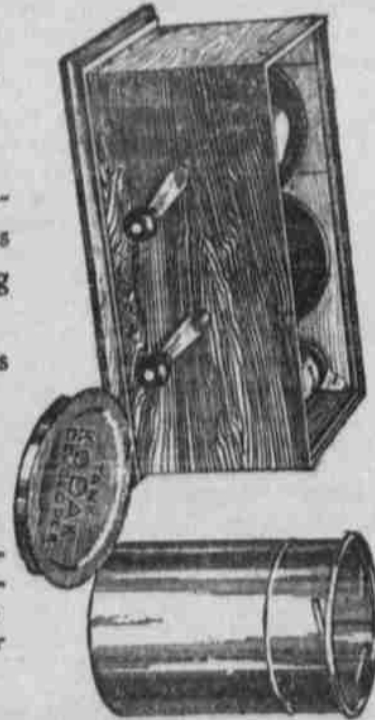
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LIST WITH ME

Oregon Trunk Officials Are Inspecting Work

MAKE TRIP A-FOOT UP DESCHUTES TO FERRY

General Manager Visits Madras--The
Party Visits Construction Work
On Crooked River

Jackson Smith, vice-president and general manager of the Oregon Trunk Line, Chief Engineer G. A. Kyle and Locating Engineer J. C. Baxter, also officials of that line, were in Madras last Sunday, accompanied by Mr. Buck, chief of construction for Porter Brothers. The last three gentlemen "hoofed it" from Sherars Bridge up the Deschutes canyon to Warmspring ferry, where they were met by General Manager Smith, who had made the trip to this section in an automobile, and brought them to this city. They stayed over night in Madras and next morning continued on their trip to Bend, going via the construction camps on Crooked River, where they inspected the railroad work being done at the crossing over that stream, and also visited the engineering camps between Redmond and Bend. The Oregon Trunk officials returned to Madras Monday afternoon and in the evening departed, going North.

Chief Engineer Kyle, who has only recently come to the work on the Hill road building into Central Oregon, is proving himself to be almost a past-master in the matter of pedestrianism, as his trip a-foot from the lower Deschutes to Warmspring ferry is only a duplicate of a hike he took a few days ago from the ferry up the Deschutes to the Cove on Crooked River. A miscalculation of the distance on this trip, combined with the difficult walking, caused Mr. Kyle and his companion to spend a night out in the open with short rations and no bedding, and only a camp fire to temper the night air.

These trips a-foot are presumed to be for the purpose of securing a personal knowledge of the surveys and the character of the work which will be encountered in the construction of the Oregon Trunk, so that when work is started at any given point, it will proceed in a systematic manner and with little delay. The construction of the Oregon Trunk Line is largely composed of heavy, expensive work, much of which is in rock, and a specific knowledge of all the details is essential to an economic handling of the work.

The recent trips of the chief engineer and other officials of the Oregon Trunk, between Madras and Trout Creek, probably mean that construction crews will shortly be placed between those points and that ere long grades of the Hill road will be completed to Madras.

JUDGE GEORGE H. WILLIAMS IS IMPROVING

Oldest Living Cabinet Officer--Was
A Pallbearer At Funeral Of
President Lincoln

Rallying from a surgical operation performed last Thursday morning at the Good Samaritan hospital in Portland, Judge George H. Williams of that city, Oregon's most noted statesman and jurist, was reported in a condition late that evening that forecasts a rapid and entire recovery from his present illness, which has for the past week considerably alarmed his relatives and friends. The attending surgeons made an examination of the distinguished patient at 10 o'clock last Thursday night and announced his condition as encouraging and favorable.

The cystotomic operation undergone by Judge Williams was successful beyond expectations said the physicians. Were it not that Judge Williams, although aged, has the fire of youth in his veins and a well-preserved, strong constitution, there would be cause for alarm. It is very difficult, however, in such a case, to determine whether or not his condition is what it seems. There might come a change for the worse any moment. In fact, such a change in ordinary cases would be expected.

The present illness grew out of a malady in mild form of long standing. After participating in a meeting of the Taft arrangement committee, of which he was a member, Judge Williams went

to his home and did not come to his office in the morning, as is his custom. For 10 days his condition remained normal, when it was decided an operation was necessary. He was removed to Good Samaritan hospital Wednesday evening of last week.

Should Judge Williams die at this time it would record the passing of the last of the men who acted as pallbearers at the funeral of the martyred President Lincoln and the oldest living cabinet officer, having been Attorney General of the United States under President Grant.

EQUIPING SURVEYING PARTIES EXCITES BURNS

Much speculation has been caused at Burns, in Harney County, by an order which was placed recently with a hardware firm of that place for camp stoves and outfits for 20 men and requests for similar equipments for five more camps. The order was placed by County Surveyor Faulkner of Harney County, who refuses to disclose the forces behind the movement. He came in from Ontario last week with Colonel Wood of Portland and William Hanley, who assisted some days ago in organizing a branch company of the Coos Bay & Boise project, and many are associating the county surveyor's order with these men, but Wood and Hanley are out of town and cannot be reached.

It is also thought possible the parties may represent John F. Stevens, as they were in conference with him last week Harry Hunter of Lakeview, permanently connected with a land grant company, and accredited with intimacy with Mr. Stevens, insists that it all means the beginning of the end of Harney County's railroad isolation.

COLUMBIA SOUTHERN TO RESUME BUSINESS

T. W. Clark of Oregon City, acting president of the Columbia Southern Irrigation Company, successor to the Three Sisters Irrigation Company, which successfully defended before Federal Judge Bean the suit of the State to cancel its contract for putting water on 27,000 acres in Crook County under the Carey Act, has issued a call for a meeting of the stockholders of the company to be held today.

A receiver for the company's properties was appointed two years ago, and since that time the stockholders have had no connection with them, and they will now meet to consider their vindication in the courts and ways and means to complete their project. Although the Department of the Interior has segregated 27,000 acres from the domain at the request of the company, only 12,000 has been patented to the state, because the showing of adequate water was only made on that amount. The contract with the government was made in 1903, and as the law gives the company ten years to put water on the land, it is understood that the company will proceed to develop the project.

MADRAS STATE BANK ELECTS FIRST OFFICERS

A meeting of the persons desiring to take stock in the new banking institution which will be located at Madras and which will be known as the Madras State Bank, was held yesterday afternoon, and a general routine of business was transacted. The capitalization of the concern was fixed at \$15,000, which it is understood will be increased in the near future.

A board of directors was elected consisting of J. M. Conklin, Max Putz, J. C. Robinson and Robert Kea. J. M. Conklin was elected president and general manager and C. E. Roush, vice president. Arrangements were made for taking up the capital stock and as soon as the final papers are accepted by the state bank examiner, the bank will open its doors for business.

It was decided that as soon as practicable a stone building would be erected in which to house the banking business.

NOTED RAILROAD CONTRACTOR DIES

Spokane, Wash., Sept. 19.—Dennis D. Twoby, a railroad contractor, died this afternoon at his home after an illness of seven months. He was 74 years old. Until five years ago he had long been a resident of Anaconda.

His railroad contracting firm has constructed railroads and parts of railroads all over the West, including heavy mountain sections of the Great Northern and Northern Pacific, as well as a portion of the Spokane, Portland & Seattle Line.

Dennis Twoby was a brother of the Twoby Brothers, who now have the contract for building the Deschutes Railroad, the Harriman line now being constructed into Central Oregon.

Land Office Doesn't Grant Right Of Way

OBSTRUCTIVE TACTICS NOT PUNISHED

Southern Extensions, Subsidiary To
Harriman Interests, Has No
Rights In Canyon

Harriman plans in the Deschutes canyon received another unjuncting blow Friday by the decision of the Commissioner of the General Land Office, at Washington, D. C., refusing a right of way franchise to the Southern Extensions Railway, says last Saturday's Telegram. This was the company which W. W. Cotton, general counsel for Harriman interests here, admitted in court had been purchased by his people as a guarantee of some route in the Deschutes canyon. Hill interests freely charged the Harriman people with having organized the company in the first instance, and with using it to obstruct all rivals in the canyon. The articles of incorporation for the Southern Extensions provided no sane traffic terminal. It was clearly intended to secure only a section of the Deschutes canyon, as it neither reached the Columbia on the North nor any good traffic center of Central Oregon on the South. Whoever organized the company, it is asserted, could have had no other purpose than holding up one or the other of the two big rival concerns that were then surveying up the canyon.

As the Southern Extensions surveys fitted into those of the Deschutes Railroad Company, and were in conflict with those of the Oregon Trunk Line, the inference was immediately drawn that the fragmentary road was backed by Harriman interests. Certain alleged connections of the incorporators with Harriman concerns strengthened the conclusion, until the attorneys for the Oregon Trunk openly charged the Southern Extensions with being a Harriman enterprise, and with having no more legitimate cause for existence than blocking any rival line that dared to oppose the Deschutes Railway. Mr. Cotton stated in court that his company had bought the Southern Extensions with the purpose of taking advantage of whatever aids might be found in their work.

The General Land Office decision sustains the Hill contention, that the Southern Extensions has no legitimate existence. When its application was filed for right of way across government lands, the office was disposed to accept it in good faith. After Mr. Cotton admitted in court that the new concern was owned by his people, the Commissioner took another view of the Southern Extensions, which is expressed in the refusal of the General Land Office to grant right of way over government lands to the Southern Extensions Railway. The Southern Extensions will be allowed 90 days in which to show cause why its application should not be rejected by reason of the conflict between its said line and the right of way granted to the Oregon Trunk Line.

While the Southern Extensions company had outlined a right of way of several miles in length, to give its existence some semblance of legitimacy, in fact, surveys had been made for only a few miles of track in the Horseshoe Bend district of the Deschutes canyon, and the conflict with the Oregon Trunk surveys is said to have been for only about five miles. The decision of the Commissioner removes another of the blocks that have been interposed, and brings the Deschutes situation one step nearer the day when there will be a clear field for one or all of the companies that desire to construct a line into Central Oregon.

WORK PROGRESSING ON POWER DAM

Bend, Or., Sept. 26.—The first Deschutes water power to be made use of is being harnessed at Bend. For several months a dam has been in course of construction across the river directly by the town, which, when completed, will harness the first thousand of the million horsepower with which the Deschutes is credited.

The dam is being built by A. M. Drake of Portland, who has extensive real estate and general interests in and around Bend, and when completed will be used for the generation of electricity for city lighting and various power purposes. Last week a crew of Italians were imported from Portland, local labor being difficult to obtain.

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