The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, OCTOBER 21, 1909.

NO. 10

MADRAS, OREGON

VOL VI

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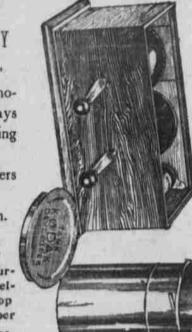
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Locate The Station At Madras

SIDINGS AND GRADES ARE ESTABLISHED

More Preliminary Surveys Made South Of Madras

HEAD OFFICIALS VISIT MADRAS AND BEND

Construction Will Follow Bermanent Location Of Hill Line -- Engliness

Fremont Crane Again Stationed Here

Oregon Trunk activity is very marked and encouraging in this vicinity with two surveying crews in Madras and visits every few days from head officials, President John F. Stevens and George

A. Kyle, Chief Engineer, arrived in Madras Friday evening, remained here until Saturday afternoon, when they went to Bend, returning to Madras Sunday evening and next morning departed,

going North.

It is understood Messrs. Stevens and Dry Goods, Clothing, Kyle's visit to this place had to do with establishing the grade on a portion of the line in Madras and also just South of town, and from appearances they were also giving directions about the location of sidings and instructions concerning the station grounds to be laid out at this place. Engineer Rierdon's crew spent a portion of the week running preliminary lines South of town, while Engineer Fremont Crane and his surveyors, who arrived last Thursday, have started the permanent location of the Hill line down Willow Creek gorge. Mr. Crane was located at Madras for several months last Fall while making a survey for the Oregon Trunk down Willow Creek to the mouth of Trout and the permanent location upon which he is now employed will be practically upon the same line. Since leaving Madras Mr. Crane has spent a considerable portion of the time in the lower Deschutes canyon making locations.

Engineer T. N. Hanford, who was employed about a year ago making a preliminary survey for the Harriman road up the Deschutes canyon as far as the mouth of Trout Creek, is at present making the final location over the same line which will be followed by crosssectioning.

It is given out that construction work will start on the Hill line in this section just as soon as cross-sectioning is commenced and locations for construction camps are made. Difficulty of access to the canyons where camps are to be located will retard operations slightly, as in some cases wagon roads will have to be constructed in order to place supplies where needed. "The mills of the gods grind slowly," and it takes time to build a railroad, but the feverish anxiety of the people in this section will only be quieted when they see actual construction commence in this locality.

While Madras is named as the ostensible terminus of the Hill road, prelimary surveys are being made South of this place to determine the grade necessary to get out of Willow Creek basin, which it is understood will be established at about 1.3. Even with the extension of the Oregon Trunk South of Oregon Trunk Line right of way. this place, however, Madras will probaprestige of a terminus long enough to establish her claim as the only "gateway to Central Oregon."

STEVENS WILL BUILD OREGON TRUNK LINE

Refuses Presidency Of North Bank-Will Be Kept Busy On Cantrai Oregon Line

dered to him by James J. Hill during his recent trip East. Stevens was the man picked for this position when President Francis B. Clarke handed in his resignation the last part of August, at the time when Mr. Clark's physicians COMPLETE ROAD TO told him he must give up all thought of doing any active work for a long time to come, if not permanently, says the Portland Telegram.

Shortly after Mr. Clarke resigned Mr, Stevens went East and had a conference with Mr. Hill in reference to the situation in Central Oregon, as well as conoerning the future of the North Bank road. It was at this time, so it is asserted, that Mr. Hill urged Stevens to take President Clarke's position, but Stevens demurred, maintaining that he would have his hands full for some time River between Celilo and The Dalles to come in constructing the Oregon seeking the most practicable point at Trunk Line. It is beyond denial that which to bridge the river, says Sunday's Mr. Hili asked Stevens to withhold his Oregonian. final decision for a few days, but the great constructionist was firm and declined the additional honor.

ORECON TRUNK NOT **GOING TO CALIFORNIA**

Many Oppartunities For Extension in Oregon And Will Not Build Any Beyond

St. Paul, Minn., Oct. 13 .- J. J. Hill today denied that the Great Northern Railway was trying to enter Harriman territory in California by extending the & N. main line. South of the present Oregon Trunk Line to San Francisco. O. R. & N. bridge across the Deschutes He also denied that during his visit in about half a mile's promontory will be New York there had been a conference of railway magnates, attended by him and J. P. Morgan and by Harriman and long. Hawley representatives.

hasiness relating to our company," he is higher up the cliffs of the Columbia said, "All that I saw of Mr. Morgan was a short personal call, and we did not discuss Mr. Hawley's plans at any N. is reached near Celilo. The selectime, Mr. Hawley is an energetic rail- tion of the bridge site is a difficult matroad organizer and, if he desires to connect several of his roads into one sys- swift in that locality and systematic tem, I cannot see why I should object or approve."

The stories published along the Pacific Coast that the Oregon Trunk Line proposes to build into San Francisco were emphatically denied by Mr. Hill.

"All the building the line will do will be in Oregon," said he. "There is plenty of room for new feeders in that state and the mileage which we expect entering California."

OREGON TRUNK LETS CONTRACT FOR MATERIAL

Prineville Journal

announcement that the Hill road into curves. In other words, extensive rock the Deschutes Valley is to be rushed to or tunnel work will not be permitted to completion, comes this week in the form | delay the completion of the line if such of the letting of a contract for sawing work can be avoided and still a good and delivery of 3,000,000 feet of bridge line established. Subsequently, tunnels timbers along the company's right of that will straighten the line and reduce way in this county.

a timber claim on upper Willow Creek be constructed. and at once entered into a contract with Lou Hamilton for logging the tim- pleted to Madras will be 109 miles. In ber and delivering it at the mill site on the meantime, surveying, and perhaps the claim, 10,000 feet per day for the first few weeks and 25,000 feet daily continue, and the road will be extended thereafter until 3,000,000 feet have been as conditions warrant. delivered.

steam outfit, is now on the way in from men are now at work along the line of Shaniko, and no time will be lost by the construction. The forces are being addnew company in putting it in operation. ed to daily. The timbers are to be from 14 to 20 feet in length. The contract provides for their delivery at any point along the COMPROMISE MADE IN

bly have enjoyed the privileges and HARRIMAN RESUMES DESCRIUTES FIGHT

Washington, Oct. 18 .- The Deschutes Railroad Company filed a motion for a review of the decision of the Interior Railroad Company in regard to the con-Department, rendered September 8, re- demnation proceedings brought by the jecting its map of section 8 of its road railroad company for right of way up the Deschutes canyon. The Oregon through the land of Mr. Ellis. The case Trunk Line is given 30 days to make answer to this motion before the question term of the circuit court. goes to the Secretary of the Interior for

STATE RAISES PRICE OF LAND

John F. Stevens' own desire to prosecute the building of the Oregon Trunk. The state still owns about 90,000 acres of this class of land. The new price of the centroversy farther, the controversy farther. the State Land Board today it was de-

the offer to take the presidency of the North Bank railroad, which was ten. bia River At Celilo

MADRAS IN 18 MONTHS

TrainsMust Be Running Theough From Portland By April 1, 1911--Construction in Rushed

Several Oregon Trunk survey parties are now working slong the Columbia

While it has been supposed eyer sinca it became known that the Great Northern was behind the Oregon Trank Line that a bridge connection across the Columbia would be made with the North Bank road, the first admission that such was the plan was made at the Oregon

Trunk Line offices yesterday. The Oregon Trunk's survey has now been located from the mouth of the Deschutes down the Columbia for a distance of several miles. The original survey came out of the Deschutes canyou about the level of the present O. R. & N. main line. In order to get over the Government and Moody dam sites, in the Deschutes canyon, the line has been relocated higher up the bank and now leaves the mouth of the Deschutes at a point about 70 feet above the O. R. tunneted. Workmen are now boring this tunnel which is to be about 800 feet

Paralleling the O R. & N. Southward "My visit was connected only with for several miles the Oregon Trunk Line River gorge, gradually dropping until approximately the level of the Q. R & soundings must be made.

While the point of the crossing of the Columbia has not been definitely determined, it is now thought likely the bridge will be located either near Celilo or what is known as Five-Mile Run.

It is the intention of the Oregon Trunk builders to have the road completed and in operation to Madras within eighteen months, or about April 1, 1911. The to add to the system will be confined to Columbia bridge will be about one year that state. We have no intention of in building, and it is the expectation that it will be completed so that trains can run through between Portland and Madras wit:, the completion of the road up the Deschutes. In the Deschutes canyon speed in con-

struction work is being given strong consideration. It is probable that, in order to complete the road within 18 months, the line will avoid, tempora-Another clincher in support of the rily, tunnels that would reduce the cost of operation, but which to build This week M. Topliff & Co. purchased now would delay opening the road, will

The length of the road when comconstruction work beyond Madras will

Counting surveying crews, adminis-The machinery for the sawmill, a big tration forces and laborers, about 2000

CONDEMNATION STATE

A compromise has been reached between W. A. Ellis and the Deschutes

P. E. Worthington, acting as agent for the Deschutes Railroad Co., agreed to give Mr. Ellis \$325 for right of way and the damage done to his property, be-Salem, Or., Oct. 11.—At a meeting of he State Land Board today it was de-been carried, including the expense of

the controversy farther.