

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, NOVEMBER 25, 1909.

NO. 15

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Crook County Milling Co. For Madras

LARGE FLOURING MILL WILL BE ERECTED HERE

New Company Will Have Partly Local
Capital—Stock Will Be \$100
Per Share

E. S. Isaacs, a prominent milling man of Walla Walla, has been in Madras several days looking after the matter of establishing another flouring mill at this place. Mr. Isaacs has made several trips into Central Oregon during the past Summer, looking over the county for the best localities for the production of a choice grade of milling wheat, and he has decided that the country tributary to Madras, with its large production of wheat, excellent quality and the facilities for shipping to market, make this the point at which to erect the mill.

The preliminary arrangements for a concern which will be called the Crook County Milling Company, to be located at Madras, are being carried out and the articles of incorporation are being prepared under the laws of Oregon. The capital stock has been placed at \$15,000, and shares will be sold at \$100 each.

It is the intention of Mr. Isaacs and his associates to interest the farmers in this vicinity into taking stock in the project to the amount of one-third, or more if they desire it. The Farmers Union is a strong organization in this section, and it is expected to interest the members in the enterprise to the extent that it shall have their support and cooperation when in operation.

A paper has been prepared and headed by Mr. Isaacs for \$10,000 worth of stock, and the paper will be circulated among the farmers and business men in and around Madras and it is thought the stock will all be subscribed in a very short time.

Negotiations are well under way with the townspeople for the location of the mill, and as soon as plans and specifications are completed, bids for the construction of the mill will be advertised, and work will commence as soon as material can be secured and placed upon the ground.

RAILROAD BUILDING SETS SHANIKO BOOMING

Shaniko Star.

Little old Shaniko is in the swim of a genuine old-fashioned Western boom. Situated at the southern end of the Columbia Southern railroad, 70 miles south of the Columbia river, she at present holds the position preeminently as the distributing point for all of Central Oregon, which is now the mecca of the homeseeker and investor. Through this little town must pass every pound of supplies for 5,000 men working in the construction camps of Hill and Harriman systems, and the men themselves must pass through here enroute to and from the camps.

Besides this there is a wonderful increase in business to and from towns in the interior. The increase in freight alone amounts to many thousand tons, and the streets of Shaniko in the vicinity of the five main thoroughfares are jammed every day with four, six, eight and ten horse teams. Porter Brothers have just completed a second warehouse wharfin to store great quantities of supplies to be employed in the construction of the Oregon Trunk line, and this week unloaded two carloads of horses to be added to their freighting outfits.

The Shaniko branch of the O. R. & N. runs four freight trains into this place every day, loaded to capacity, and seats in the one passenger train are always at a premium. The hotels and lodging houses are filled to their capacity nightly and all business houses do a thriving business.

There is not a vacant business room, residence, or habitable shed in Shaniko, and some families are living in tents this Winter. There are no unemployed men here, except those who are so iron choice.

PORTER BROTHERS TO OPERATE SAWMILL

Porter Brothers, through their representative, Mr. Mason, last week leased the sawmill on the Deschutes River near the Warmings ferry, and have also secured some land at that point for the

location of railway construction camps. Timber has been secured by the Porters on the Matoles River, which will be driven down that stream to the Deschutes and then on down to the mill. The lumber manufactured there will be used in the construction of the Oregon Trunk Line and will consist principally of bridge timbers and ties.

New machinery and other equipment will be installed at the mill, which will be put in operation in the near future.

PUBLIC LANDS WITH- DRAWN FROM ENTRY

Rivers With Power Sites Are Reserved
—No New Irrigation Projects
For The Present

A recent dispatch from Washington, D. C., gives a list of lands withdrawn from entry by the Department of the Interior which contain power sites or have petroleum deposits. The lands are in different parts of the West.

The withdrawals include 2682 acres along White River, 440 acres of which, however, are embraced in pending claims; approximately 20,820 acres along the Crooked River; 6441 acres along the middle fork of the John Day River; 9081 acres along the North fork of the same river, and 7930 acres along the South fork. All these withdrawals are in Oregon and are believed to contain water power possibilities.

Secretary Ballinger also announced the withdrawal of 2635 acres in California having petroleum deposits. There are now 3,621,062 acres in this class of withdrawals.

Because of the uncertainty regarding results sought, the Interior Department has abandoned the proposed construction of the Walker River reclamation project in California and Nevada. Secretary Ballinger today announced that lands withdrawn from settlement in 1904 and 1905 in connection with that project are restored to the public domain, with the exception of those sites which are believed to contain water power possibilities.

Notice is given that probably 40 per cent are embraced within pending segregations, and that intending settlers should bear in mind that irrigation must depend upon their individual efforts or be obtained through private enterprise.

DESCHUTES ROAD'S SURVEY NOT APPROVED

Washington, Nov. 20.—The General Land Office today rejected the Deschutes Railroad Company's map for section 5 of its line, in so far as it conflicts with the right of way for the Central Oregon Railroad. An opportunity will be given to file a new map which avoids this conflict.

"Section 5 covers that part of the survey for the Deschutes Railroad between the Southern end of the Deschutes canyon and Madras," said General Manager O'Brien of the Harriman lines last night. "The principal point of conflict between our survey and that of the Oregon Trunk is where these surveys cross the Crooked River. At that point, however, there is ample room for two or three railroads. The ruling of the General Land Office simply means that we must make another survey covering that section of our road and submit a map to the Interior Department for approval. This will be done."

FRANK RODMAN'S INDICTMENT FAULTY

The case of Frank Rodman, who was accused with Mrs. Hazel Maddux of manslaughter for running over Mrs. May Reel on the Linnton road, August 5, will be resubmitted to the grand jury, probably this morning, says Saturday's Oregonian. Presiding Judge Bronaugh sustained a demurrer to the indictment in the circuit court yesterday just before Rodman's case was assigned for trial. He declared the indictment faulty.

SURVEYORS FINISHING WORK

Engineer Fremont Crane and his party of surveyors moved to the Deschutes canyon near the Warmings ferry last Friday, having completed permanent location and cross-sectioning down Willow Creek. Engineer Rierdon and his crew, which has been at work in this vicinity, has been disbanded, part of the men being employed in Madras and some of them going to The Dalles.

REAL ESTATE TRANSFERS

Howard Blackerby to H. Links,
160 acres, consideration, \$ 3350
Ivan Hale to Frederic Benedix,
160 acres, 2400
William Steinke, contract to sell, \$100

Harriman Road Will Be Of Scenic Grandeur

WILLOW CREEK BRIDGE TO BE 270 FEET HIGH

High Bridge And Deep Cut Necessary
To Maintain Uniform Grade—
Station Site Located

What will be the highest bridge in the state of Oregon when completed will be the crossing over Willow Creek canyon at Madras on the Deschutes Railroad. The length of the entire bridge will be approximately 1050 feet, and have a steel span of about 120 feet. The height of this bridge above the bed of the canyon will be 270 feet. It is the plan of the Harriman people that they do not care to drop their road into Willow Creek basin after having climbed the grade from Trout Creek to almost a level with the plains, and this bridge of magnificent proportions is necessitated in order to avoid the drop.

The depot and warehouse of the Deschutes road will be located on the edge of Agency Plains about three-quarters of a mile Northwest of Madras, where sufficient ground for trackage purposes has already been secured.

Another work of the Harriman road in this vicinity which will be of considerable proportions is the cut through the Duling and Monroe places, 2 miles from Madras, which will be 35 feet deep and about 150 yards long.

SPECIAL PROSECUTOR WILL CONDUCT CASES

Francis J. Heney Returns To Portland
To Try Pending Land-Fraud
Indictments

Pending Oregon land-fraud indictments finally are to be either wiped off the Federal docket or dates fixed for the trial of the indicted defendants, says a recent issue of the Portland Oregonian. Francis J. Heney, for a number of years employed as Special Assistant United States Attorney under ex-Attorney General Bonaparte, will leave San Francisco before the end of the week. It was through Mr. Heney that wholesale indictments implicating prominent Oregon people were returned four or five years ago. It will be on his recommendation that the same indictments will be dismissed or otherwise disposed of.

United States Attorney McCourt has no knowledge of what will happen when Mr. Heney arrives. It is known that his mission is finally to consider all land-fraud cases untried and to recommend the dismissal of several of these indictments. That all of these pending cases, 13 in number, with the exception of the Binger Hermann indictment, will be dismissed is regarded as more than probable.

Mr. Heney has been appointed special prosecutor under the Attorney General, having resigned that position prior to the election in San Francisco, when he was defeated for district attorney. Mr. Heney assured Attorney General Wickersham, when he tendered his resignation, that just as soon as possible after the San Francisco election he would come to Portland. It is in keeping with that promise, rather than a determination to initiate further prosecutions, that Mr. Heney is believed to be coming.

STOCK RAISERS IM- PROVING THEIR HERDS

J. W. Gilchrist, the Paulina stockman, was in Prineville the last of the week, returning from Haycock with several registered Shorthorn bulls which Gilchrist Bros. had purchased from the B. S. & L. Co. to add to the thoroughbred herds on upper Crooked River. Gilchrist Bros. recently purchased the Logan Shorthorns and are building up a large herd of these splendid beef cattle, as are many of the other Crook County stockmen, and this policy is one that will attract wide attention to this district within a few years, as well as bring profit to the growers. The scrub and grade cattle don't look good to the Crook County ranchers any more. But if a breeder show something fine he can readily interest our cattlemen and can usually find them ready to part with a fancy price if they have the animals that are good enough to suit.—Prineville Journal.

Madras State Bank

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