

The Madras Pioneer

VOL VI

MADRAS, CROOK COUNTY, OREGON, THURSDAY, DECEMBER 16, 1909.

NO. 18

LIVERY, FEED & SALE STABLE

MADRAS, OREGON

HOOD & STANTON

DIVE

Your Orders Prompt Attention

Transient Stock Given Best Of Feed And Care

Madras State Bank

MADRAS, OREGON

TRANSACTS A GENERAL BANKING BUSINESS

Money transmitted to all parts of United States and Canada

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DIRECTORS: C. E. Roush, M. Pais, J. C. Robinson, Robt. Res, J. M. Conklin

MADRAS MARKET

J. L. CAMPBELL, Prop., MADRAS

BEEF, PORK, VEAL

We have the best line of Fresh Meats in the country

ALL KINDS OF GARDEN VEGETABLES IN THEIR SEASON

The California Wine Co.

SHANIKO, OREGON

Announces the opening in Shaniko of a wholesale and mail order house, which handles nothing but bonded liquors and high grade California wines at the same prices charged by city wholesalers. The firm maintains no bar and does no retail business further than to give its mail order customers a guaranteed service of quality and promptness. Give us a trial and be convinced.

SPECIAL FOR THE HOLIDAYS

BARGAIN No. 1

One quart bottle California Brandy, or 5-year-old whiskey
One quart bottle Port Wine
One quart bottle Sherry Wine
One quart bottle Muscatel Wine

All For \$2.50

BARGAIN No. 2

Sherry Wine, \$1.50 a gallon,
Muscatel Wine, \$2 a gallon,
A 5-year-old Bourbon Whisky, \$3 a gallon

All For \$6.00

A FINE OLD PORT WINE, 3 GAL. \$6

Mail orders given prompt and close attention. Goods sealed and packed in good condition.

When you are in Shaniko, look for the barrel in front.

AT ROBINSON'S BIG STORE

Your Attention

IS CALLED TO THIS SPACE.

December 23

J. C. & M. A. ROBINSON
GENERAL MERCHANTS
MADRAS, OREGON

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HOWARD W. TURNER
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MADRAS OREGON

W. H. SNOOK
PHYSICIAN & SURGEON
Office in Drug Store.

MADRAS OREGON

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Fire Insurance, Life Insurance, Surety Bonds,
Real Estate, Conveyancing

PRINEVILLE, OREGON

NO. 3851.

The First National Bank

OF PRINEVILLE, OREGON

B. F. ALLEN, President,
T. M. BALDWIN, Cashier,
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ESTABLISHED 1888
Capital, Surplus and Undivided Profits
\$100,000.00

A. M. WILLIAMS & CO.

DEALERS IN

Dry Goods, Clothing,
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BOOTS AND SHOES
HATS AND CAPS

THE DALLES OREGON

DROP IN AND SEE

Sharp & Powell

DEALERS IN

Soft Drinks

OF ALL KINDS

Imported And Domestic

CIGARS

Locals Building
MADRAS, ORE.

WE HAVE more buyers for farm lands than we have on our lists. Please call at our office if you desire to sell.
—Van Tassel Land Co.

Great War For Traffic Is Predicted

RIVAL RAILROADS ARE THE ANTAGONISTS

Report Says Oregon Trunk Will Make Aggressive Move To Secure The Lion's Share

Portland Telegram
Although the tracery of steel will not be seen, nor the throb of engine and rumble of wheels heard in Oregon for fully eight months, the warfare for business between the Hill and Harriman roads will be inaugurated within the next 30 days. The keenest of freight traffic men in the Great Northern service are to be the vanguard of tonnage hunters that will make that inexhaustible empire their camping ground. Preparations are even now under way to dispatch a force of freight rapiers all through that territory.

That it will be a picturesque battle, no one would undertake to deny, for the entire 80,000 square miles of fruitiferous country that has lain dormant ever since Oregon became a state has been looked upon by the Harriman interests as their exclusive domain, though they have never undertaken to develop its resources until forced to do so by the aggressive invasion by their rival, James J. Hill. This will mean without any question of doubt that as soon as the Great Northern traffic department seeks to contract for freight out of the land of "milk and honey" which the Oregon Trunk Line will tap, the O. R. & N. will move its men into the territory tributary to the new Deschutes Railroad. Clashes in the struggle to land the preponderance of this business are presumed to be inevitable. But one great factor stands out potentially in favor of the Oregon Trunk. It was the first to lay and carry out the plans for blazing the baffling trail into the waiting wilderness, and this has developed the strongest possible sentiment among the stockmen, farmers, mining and timber interests in Middle Oregon in its favor.

But more important and significant than this, if you please, was another master stroke conceived and executed by James J. Hill only a couple of months ago. It was a play that the people of Central Oregon themselves readily admit will contribute a great deal toward bringing the greatest tonnage to the Hill line when it is ready to accept business.

This was the offer of \$1000 in prizes made personally by Mr. Hill for the region tributary to his roads that could make the best showing of products raised in dry-farming belts at the annual Dry-Farming Congress recently held at Billings, Mont.

When this set of competitive awards was announced, Louis W. Hill, president of the Great Northern, notified the Great Northern traffic men in Portland to spare no expense in collecting the best line of exhibits that possibly could be gathered out of the Deschutes Valley. Several freight agents hastened to Central Oregon in automobiles, and they canvassed the entire region which gains its sustenance through dry-farming, and when the results of their labor were placed in the exposition hall at Billings, they swept everything before them,

winning the day against other sections which have been well populated and extensively developed for many years, not only through cultivation but through railroad building.

No achievement which this state has ever won has meant more for the future upbuilding of an empire than did this one fact, demonstrating, as it did, that only the provision of transportation facilities which would open up the markets of the world, was needed to convert a now desolate desert into one of the richest producing sections in the United States.

Immediately after the decision at Billings, which meant so much for the interior of Oregon, the Great Northern entered into negotiations with practically all of the dry-farming exhibitors from the Deschutes Valley with a view of having them participate in the 1910 congress on a much larger scale than was done last October.

It all means that Central Oregon, which is to be opened up for eager markets of the world by two practically parallel and rival railroads by the first of next August, is to be the greatest traffic battle ground upon which Hill and his ancient enemy have ever locked horns.

Although H. A. Jackson, assistant general passenger agent of the Great Northern, meets the issue evasively, it is almost an established fact that he was brought to Portland to take charge of the Hill forces in the forthcoming struggle. Jackson engineered the collection of the prize-winning exhibit; he is a close personal friend of both President Louis Hill, of the Great Northern, and of President John F. Stevens, of the Oregon Trunk Line, the Great Northern line up the Deschutes Canyon.

BLASTING WRECKS RANCHER'S HOUSE

News has reached here of the wrecking of the house of Mr. and Mrs. William Williams, near Hunt's Ferry last week, in a pacific manner, says the Shaniko Star.

The workmen of Porter Brothers at Copenhagen camp had prepared a "coyote hole" blast and notified the Williams family, who lived 600 feet away on the opposite side of the Deschutes River, to seek a place of greater safety from possible falling debris. Mrs. Williams told the men in charge that her husband was sick and could not be moved that day and said she would not allow the charge to be exploded at that time. When she saw the men continuing their preparations regardless of her protests, she seized her husband's rifle and declared she would shoot the first man who attempted to fire the blast.

The contractors waited until the next morning, when the sick man had been removed, and then fired the charge. The hole had been loaded with several thousands of powder, but it failed to rend the rocky bluff. Instead, it "backed out" the main tunnel and hurled a large boulder with terrific force straight across the river and into the Williams home, smashing the bed recently vacated by the sick man. No one was injured.

Porter Bros. immediately set a force of men to work and repaired the damage to the house and contents.

MAY AN ENTRYMAN FILE UPON 480 ACRES?

Los Angeles, Cal., Nov. 24.—A ruling by the Secretary of the Interior in a local case, appearing completely to nullify an important rule heretofore enforced as to the area of the desert land the entryman ultimately is entitled to, has been received by the register of the Los Angeles land office. It is held that "one who holds land under an unperfected desert land entry is not the proprietor thereof within the meaning of the statute holding disqualified to make homestead entry one who is the proprietor of more than 160 acres of land."

This apparently indicates that, though an entryman has made an entry of 160 acres of land, he still may take a full 320 acres of desert land instead of the 160 acres heretofore permitted.

WIRELESS TELEGRAPH FOR THE DALLES

The Dalles will have a wireless telegraph station in the near future. The office will be stationed in the main lobby of the Umatilla House on Front Street, and a 200-foot transmitting tower will be erected below that hostelry on the beach.

The United Wireless company is the firm which is constructing the apparatus and will be in charge of the station. The workmen are now busy preparing the pole, which will be over 200 feet in height, being in three sections.—The Dalles Chronicle.

Big Hay Creek Ranch Will Be Sold

RANGE RESTRICTIONS RUINS BIG BUSINESS

Conservation Policy Of Government Makes Sheep Ranch Unprofitable—Will Discontinue

The famous Haycreek sheep ranch, located in Central Oregon and one of the largest and best-known sheep ranches in the United States, has been forced out of business on account of the Forestry Bureau's policy of conserving the forest reserves. J. G. Edwards, owner of the famous ranch of 27,000 acres, said yesterday that he had been forced to the wall by the Government's policy, and he had decided to cut up the big ranch and sell it, says Sunday's Oregonian.

Several years ago Mr. Edwards came to Oregon from Wyoming, where he had a range with 100,000 sheep, the largest in the country. He selected Hay Creek as ideal for a sheep country, sold his Wyoming interests and started the big establishment in Central Oregon. In 1906 he had 40,000 head of sheep, which he wintered on his 27,000-acre ranch and which he kept on the range in the Government forest reserve in the Summer months.

That year the Forestry Bureau, in its policy of conservation, cut Edward's allowance of range to a territory sufficient for only 24,000 sheep. Mr. Edward's sold a large number of sheep and continued. In 1908 came another order for a 40 per cent cut, but this was fought hard by Mr. Edwards, who had it modified to 25 per cent, and he was permitted to continue with 17,500 head of sheep on the range. A few days ago he received notice of a further reduction of 30 per cent in his range allotment, and now that he can give range to only 12,250 head of sheep he has decided to retire from business, asserting that unless the sheep business is carried on a gigantic scale it cannot be a success.

"It is the Government's policy right through which has forced me out of the game," said Mr. Edwards, at the Portland Hotel. "I cannot continue in business with this small bunch of sheep on the big ranch, and now all I can do is to sell out."

Mr. Edwards believes that the Forestry Bureau policy is bad, not only for him but for the state and country at large. It could have no other effect, he said yesterday, than to drive great industries, such as he has built up in Central Oregon, out of existence. He had created a ranch which had become famous the country over, was a model in every detail and one of the great producers of the state. There was no expense to which he would not go to build up his line of sheep, he said, and he imported rams costing thousands of dollars and by systematic breeding produced a sheep which had wool from its nose to its hoofs, the only sheep of its kind in its existence.

Recently, in anticipation of the death of his business in Central Oregon, Mr. Edwards has been investing heavily in Portland real estate and in the last few months has made three purchases aggregating \$145,000. One of these purchases he made last week, when he bought a quarter block on the corner of Grand Avenue and Belmont Street for \$35,000.

SURVEYING CREWS HAVE FINISHED WORK

Burns, Or., Dec. 7.—The four surveying crews that have been working the past three months in the Malheur canyon in the Eastern part of Harney and Western part of Malheur Counties have been called in and the men paid off. These are the crews employed by Colonel C. E. S. Wood and William Hanley, but it is supposed they represent the Oregon Trunk in the preliminary work for a branch road across the state and the cessation of work at this time is because the strategic points through the Malheur canyon have been secured and there is no longer reason for hurry. The Woods-Hanley people and their engineer in charge have surrounded their movements with mystery.

It is known that valuable tracts of land have been bought from private owners, and other large tracts have been entered with Northern Pacific Railroad scrip along the Malheur River, and rights of way have been obtained, so that now, whatever company is behind the movement, it is sure of a good outlet from the lower Malheur Valley to the higher levels of Harney County.

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Horseshoeing and
General Blacksmithing
WAGON AND
PLOW WORK
First-Class Work Guaranteed
Located in the old Brooks shop
MADRAS, OREGON

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