

# The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, APRIL 7, 1910.

NO. 34

**VERY FEED STABLE**  
**& SALE**

MADRAS, OREGON

**HOOD & STANTON**  
GIVE

our Orders Prompt Attention

Transient Stock Given Best Of Feed And Care

**Madras State Bank**

MADRAS, OREGON

CONDUCTS A GENERAL BANKING BUSINESS

Money transmitted to all parts of United States and Canada

M. Conklin, President and Gen. Mgr., C. E. Roush, Vice-President

Directors: C. E. Roush, M. P. H. J. C. Robinson, Robt. Rea, J. M. Conklin

**California Wine Co.**

SHANIKO, OREGON

Announces the opening in Shaniko of a small 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 give its mail order customers a guaranteed service of quality and promptness. Give us a trial and be convinced.

**A FEW SPECIALS**

**BARGAIN No. 1**

**BARGAIN No. 2**

Part bottle California Brandy,  
5-year-old whiskey  
Part bottle Port Wine  
Part bottle Sherry Wine  
Part bottle Muscatel Wine

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

For \$2.50

All For \$6.00

**FINE OLD PORT WINE, \$1.50 A GAL.**

Orders given prompt and close attention.  
Wines sealed and packed in good condition.

When you are in Shaniko,

look for the barrel in front.

**Central Oregon Mercantile Company**

SUCCESSOR TO J. C. & M. A. ROBINSON

**Spring Dry Goods**

**LATEST PATTERNS--JUST ARRIVED**

Lawns, Gingham, Chambrays, Percales, Dimities

THIS LINE IS SURE TO PLEASE YOU--CALL AND INSPECT IT

**DDS** Still selling. Cost cuts no figure. The shrewd buyer will not overlook this line

**Garden Seeds**

OF ALL VARIETIES--IN PACKETS OR BY THE POUND

**Old Hickory WAGONS**

are strong and durable, light-running

Call and talk with us about your needs in Implements and Vehicles

MADRAS, ORE.

**PROFESSIONAL CARDS.**

**O. C. COLLVER**  
**NOTARY PUBLIC**  
Justice of the Peace  
CULVER PRECINCT

CULVER OREGON

**HOWARD W. TURNER**  
**U. S. COMMISSIONER**  
**NOTARY PUBLIC**  
**INSURANCE**

MADRAS OREGON

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

MADRAS OREGON

**J. H. HANER**  
**ABSTRACTOR OF TITLES**  
**NOTARY PUBLIC**

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

**DANDRUFF** is a forerunner of baldness. Prevent it with **ROSEWOOD Dandruff Cure**. Sold under guarantee at new Oak Barker Shop.

**Red Cross DRUG STORE**  
MADRAS, ORE.

Prescriptions A Specialty

**PURE DRUGS**  
AND  
**REGISTERED MEN**  
AT YOUR SERVICE

Our candy department is complete; nothing but the best and purest candy; 35c to 60c per lb.

Full pound cans of squirrel poison, while they last, 20c.

Sassafras bark 25c per pound.

Buchu bark 80c per pound.

**Red Cross Drug Store**

**Oregon Trunk Line Going To Klamath Falls**

**CONTRACTS WILL BE LET IN A FEW DAYS**

Contracts are in course of preparation for the extension of the Oregon Trunk Line from Madras to a point near the Klamath Indian Reservation, 125 miles south of this city. The above report was confirmed by Vice President G. A. Kyle, at the head quarters of the company in a conversation recently, and he stated further that the contracts would be let for this extension in less than two weeks, or as soon as the Contractors returned, who are now out looking over the line of extension.

The latter part of the week Marten Woolson, of the large railroad contracting firm of Cpekan, Winton & Woolson, and former Resident Engineer H. G. Hickman, passed through Madras going over the line South, returning to Madras Tuesday evening. They stated that as soon as they arrived at the headquarters in Portland the contracts would be completed.

The first 100 miles of the road is now being constructed by the Porter brothers, and the work is progressing as rapidly as men can be secured for it. The problem of getting men for construction work in Central Oregon is becoming serious, and almost as fast as men are secured others leave. The heat in the deep canyon of the Deschutes makes the work undesirable.

It is believed that the people who may get the new contract for the further extensions of the Oregon Trunk Line will be compelled to import laborers from distant states.

The line will be completed as far south as Bend, if plenty of labor can be secured, before the end of the present year, and will give the Oregon Trunk Line 164 miles of completed road ready for operation by January 1, 1911. This part of the road will be of much easier construction than the difficult conquest of the deep rocky Deschutes Canyon. After leaving Madras there is very little heavy work to be done, the chief engineering feat and source of heavy expense being the high steel bridge across Crooked River, about 20 miles above Madras. This structure it is estimated, will cost considerably over \$500,000. Besides the difficulty of construction the bridge presents the problem of getting the material laid down at this remote point in the interior.

John F. Stevens, president of the Oregon Trunk line, is still in Chicago. Whether he will be here in time to take part in awarding the contracts for the extension is not known.

**BUILDING OPERATIONS ARE VERY NUMEROUS**

The building boom is surely humming in Madras and the sound of the saw and hammer are heard in every section of the city. Building has continued more

NO. 3851.

**The First National Bank**

OF PRINEVILLE, OREGON

R. F. ALLEN, President.  
T. M. BALDWIN, Cashier.  
WILL WURWELLER, Vice Pres.  
H. BALDWIN, Asst. Cashier.

ESTABLISHED 1888  
Capital, Surplus and Undivided Profits  
\$100,000.00

**STYLISH MILLINERY**

On or before March 28 I will have my SPRING and SUMMER stock of Ladies' and Children's Hats, Etc. at my residence on South Fifth Street, Madras.

**LATEST FASHIONS**

Ladies are invited to call and see stock before purchasing. Prices and styles will suit everyone.

**MRS. H. G. KEY**

or less all Winter, but the lumber famine had a deterrent effect until the last two weeks, during which the roads have improved rapidly and building has again become general.

During the past three months the various business houses erected have almost closed the several gaps on the West side of Main Street.

The business houses now in course of construction are: Furnishing goods building, J. P. Robertson; store building, H. G. Key; postoffice building, Fred Davis; addition to billiard hall, John Loveall; J. E. Booth, cottage. Besides those mentioned there are several smaller houses being erected, and also, many tent residences have been put up during the past two or three weeks. Many more buildings are to be constructed just as soon as teams can be secured to haul lumber. At present almost every team obtainable in the country is being taken by the railroads to haul bridge and culvert timbers, and at wages without the means of the smaller fry, who have bide their turn until the demand for lumber is not so urgent.

**RAILROAD PEOPLE HAVE LAWSUITS A PLENTY**

To the difficulties of constructing railroads in a barren and almost inaccessible canyon have recently been added more troubles for the Oregon Trunk Line and Deschutes Railroad in the adjustment of fancied or real damages accruing to private interests, says the Oregonian.

Originally the Deschutes Railroad had to change its plans three or four times before it finally succeeded in locating a line sufficiently high to satisfy the owners of the Moody dam site. Likewise the Oregon Trunk Line, going over the Government dam site, had trouble. More or less work on 17 miles of grade had been done when the Government insisted that the road be built 10 feet higher. It was necessary to change the location for the entire 12 miles.

Now a private dam site near Scharer's bridge is giving trouble. The site, it is understood, was included in the property recently transferred by the Wasco Warehouse & Milling Company. The dam, when the railroads located their lines, was supposed to be planned for a height of 60 feet. The railroads have located 70 feet above the water, but the new owners say that they will want to build an 80-foot dam and are demanding that both railroads go 20 feet higher up the canyon sides. An immense amount of work has been done on both sides of the power site, and to change now would entail an enormous expenditure of money if continuous low grades are to be maintained. A legal fight over the issue is in prospect.

The Oregon Trunk Line is also involved in two legal actions concerning right of way and involving large sums. At the point where the bridge is to be constructed across the Columbia to a connection with the North Bank, land needed for the bridge site is owned by fishing interests. It is understood that Mr. Seufert has asked \$135,000 for the land needed by the company, and the latter, contending that the amount is excessive, has begun condemnation proceedings. Efforts are being made to have the case heard at a special session of the court so as to dispose of it as soon as possible.

On the Oregon shore more right of way is involved in a suit brought by the Trunk Line to enforce the terms of an alleged agreement. It is alleged that the former owner agreed to sell the right of way for \$500. Later a demand was made for \$10,000, and since then the property has been acquired by a power and townsite company, which is asking \$30,000.

**BEND SPECULATES OVER RAILROAD ACTIVITY**

Bend, Or.—Whether the recent announcement of the purchase of huge tracts of land in the southeastern part of Central Oregon by the Hill interests has anything to do with it, there certainly appears to be a quickening of railroad activities and preparations in the vicinity of Bend, says Monday's Oregonian.

Yesterday K. K. Kunney, a representative of the Oregon Trunk Line, came from Shaniko by automobile and will immediately put a party, which is following him, it is understood, on the work of locating the line southeast in the direction of Burns.

The intention, it is hinted, is that this new party of surveyors will commence operations from the Burns end of the line and make final location of the much-predicted East and West road from that point to the main line up the

(Concluded on insert)

**Oregon's "Grand Old Man" Passes Away**

**JUDGE WILLIAMS WAS NOTED STATESMAN**

Judge George H. Williams, who died in Portland Sunday night, April 3, 1910, at the age of 88 years, was born in New Lebanon, N. Y., March 20, 1823. After graduating from the Onondaga Academy, he studied law, and was admitted to the bar in 1844, at the age of 21 years. He moved to Iowa soon after, where he entered politics, and in 1847 was elected Judge of the First Iowa District, in which office he served for five years. In 1852 he was one of the electors who placed Franklin Pierce in the President's chair.

He was appointed by the President to the office of Chief Justice of the Territory of Oregon in 1853, and was reappointed by President Buchanan, but resigned. Being familiar with the conditions of the country, he was selected as a member of the Oregon constitutional convention in 1858, and was one of the most prominent members of that notable body. In 1864 he was elected United States Senator from his state, and was a prominent figure in Congress during the strenuous years at the close of the Civil War. While in the Senate he was a member of the committee which drafted the 14th amendment.

While in Washington, he became well acquainted with all the prominent Government officials. He was recognized as a man of much ability and clearheadedness, and was chosen in 1871 a member of the joint high commission which framed the treaty between the United States and Great Britain, relative to the Alabama claims, the Northwest boundary question and the dispute over the right to fish off the coast of Canada.

President Grant tendered Judge Williams the position of Attorney-General in the Cabinet in 1871, which was accepted, and he remained in the Cabinet until 1873. In 1873 he was nominated to the position of Chief Justice of the Supreme Court of the United States by President Grant, to succeed Salmon P. Chase, but his name was withdrawn.

Since leaving President Grant's Cabinet until elected Mayor of Portland, Judge Williams held no office. He engaged in the practice of law in Washington, D. C., for several years after leaving the Cabinet, and finally returned to Portland, where he enjoyed an immense legal practice.

He was called the Grand Old Man of Oregon, and later of America. No man has made a deeper impression on the times or has contributed more to the state's history than Judge Williams. In his old age he was highly regarded as a great figure in the life of the state and the Nation, and as an example of honorable manhood, both in public and private life.

**MADRAS' BASEBALL TEAM GETS SCOOPED**

The Madras baseball team got gloriously walloped by the Redmond nine to the tune of 15 to 6 last Sunday. Although the score was quite one sided, the Madras boys were not so badly outclassed as the score would indicate. Up until about the eight inning it was anybody's game, when a couple of wild throws by the Madras shortstop let in four or five tallies. This seemed to take the snap out of the home boys who were straining every nerve to keep the irrigators from gaining a lead.

The Redmond boys are a fine lot of players, who put up clean ball, and the Madras team should not in any way be disheartened by this defeat, as the irrigators showed lots of practice and excellent team work, while the recent game is the first one in which the Madras boys have played together, and from the showing made Sunday it is evident this team will be towards the lead before the season is over.

The line up is as follows:

MADRAS	POSITION	REDMOND
McKenna	c	Tetherow
Thomas	p	Immele
Jamison	ss	McKinney
Anderson	1b	Rannels
Galloway	2b	Boylan
Robards	3b	Zumwalt
Maddron	lf	Lossing
Wible	cf	Armstrong
Brown	rf	McCanley

Jack Hayden, umpire.