

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, NOVEMBER 10, 1910.

NO. 13

PERVIOUS OREGON

and Interior Portions of
ate A Home for The
Newcomer.

all R. Howard in an arti-
ch appeared in the No-
number of the Pacific
gives its readers a
of the history and possi-
of Central Oregon and
giving few paragraphs
ken from his article.

settlers were drawn to Cen-
on, about half a century ago,
it looked good to them. Be-
ing, many of them had trav-
ugh the very similar country
in Washington, and almost all
through some of the richer
Colorado, Utah, Wyoming,
and Idaho. Central Oregon
different from the other in-
ts of the Pacific Northwest.

running streams and lakes,
ys with their natural mead-
rolling hills and plains from
almost anywhere, bunchgrass
at for hay. The settlers with
of the future for their new
land—and all had such a vis-
ion would not have come West
orchards and gardens dot-
neher parts of the Central Or-
try, great green fields cover-
lands, and towns and cities
the most favorable trade and
points. Such has been the
the New England States; the
the Eastern States, the Cet-
ts, and the Middle Western
of such naturally would be the
the Northwest and Central

ments of the furthest inter-
ns of Central Oregon today
as far from their nearest

market point, in the time and expense
required to reach it, as Portland and
Seattle are from Chicago, or Omaha is
from New York. One exception
should be stated—to the glory of the
American automobile. The automobile
has done and is doing much toward
the development of the interior, in the way
of conveniences of travel. A trip that
ordinarily requires from one to three
days of jolting by the old stage can now
be made in a few hours or a single day
by a modern automobile stage; but the
automobile cannot solve the industrial
problems of this interior land.

Years of waiting and hoping for a
railway and the many disappointments
have made some of the older residents
of Central Oregon skeptical. "We
wont believe that the cars are coming
until we see them," they say. During
the trip I heard many disparaging rail-
way stories, notwithstanding the vis-
ible expenditure of millions of dollars in
construction work, and the definite and
repeated promises that trains will be
running over the first one hundred
miles of roadbed up the Deschutes river
early in 1911.

But there can be no doubt that the
horses of steam have been loosed, and
that Central Oregon is at the beginning
of a great transformation. The Hill
and Harriman roads now building south
up the Deschutes River, from a con-
nection with the main Columbia River
roads, of these two great systems, are
almost surely only the mere beginnings
of railway extension through Central
Oregon.

The Hill system is the aggressor in
the fight of the railway giants in the
West for the future traffic of Central
Oregon, and much is expected from the
Hill people. The main Hill line up the
Deschutes is being constructed with
wide roadbed, uniform and easy grade,
and with slight curvature. This north-
and-south road is announced as far as
the Klamath Indian Reservation in
Central Oregon, and then to cross the

Cascades to a connection with a short
railway line out from Medford in South-
western Oregon. It is further sup-
posed that the Hill system will ulti-
mately have at least two other con-
necting lines through Central Oregon.
One of these roads is expected to leave
the main north-and-south line and to
make an angle to the south and east
through the fertile lake region of Lake
County, and through Lakeview and to
a water grade along the Pitt River in
Northern California. From this point
there is said to be an easy grade south-
west to San Francisco. If such an am-
bitious plan for the invasion of the
Harriman territory of the Southwest
should be carried out, then, of course,
the Lake County line would become one
of the main Hill lines in the West, and
of great strategic importance following
the completion of the Panama Canal.

The most highly developed grain-
growing section of Central Oregon is
in the northern part, in the vicinity of
Madras. Yet ten years ago this sec-
tion was unannounced, unfarmed graz-
ing area, just as is much of the south
half of Central Oregon today. Still
further south in Crook County, in the
vicinity of Bend, Redmond and Prine-
ville are to be seen some remarkable
dry-farming yields, and some of the
largest irrigable tracts in the State and
the Northwest.

Thus we have two of the big facts of
Central Oregon; first, a rich and prom-
ising area of almost inconceivable area
checked in its natural course of de-
velopment by a total lack of modern
means of transportation; secondly, the
sudden starting, two years ago, of a
great railway war between the two
railway giants of the West for the
traffic possession of the land. Result-
ing from these facts is the present dra-
matic rush of homeseekers and capital-
ists toward Central Oregon, and the
promised record settlement and de-
velopment of this area.

West Our Next Governor

**LAFFERTY AND HAWLEY
GO TO CONGRESS**

Home Rule Bill Carries
Prohibition Defeated

Counties Given Power To Vote On
Own County Division--The
Woman's Suffrage
Bill Lost

In a telephonic message re-
ceived this morning from "Head-
quarters" in Portland, we are
informed that the returns are
complete from all counties in the
State, on the office of Governor,
and gives Oswald West, Demo-
crat, a majority over Jay Bower-
man, Republican, of 7000.



OSWALD WEST.

Congressman Hawley of the
First District, was re-elected by
a good sized majority, and A. W.
Lafferty, Republican candidate
in this District, was elected by a
large majority, probably around
10,000 when the returns are all
in.



A. W. LAFFERTY

A telegram just received,
states that all the County Divi-
sion schemes are lost and the Des-
chutes County division was lost
at least two to one. The bill giv-
ing the power to communities di-
rectly interested to vote on their
own county division, will carry
by a small majority.

In the vote for the other ini-
tative and Referendum Bills the
returns show that Women's Suf-
frage lost by about 12,000.

The State wide Prohibition bill
was defeated by about 12,000,
while the Home Rule Bill was
considerably in the lead and
would undoubtedly carry.

KUTCHER PRECINCT OFFICIAL RETURNS

For Representative in Congress.
A. W. Lafferty Republican 64
John Manning Democratic 27

For Governor
Jay Bowerman Republican 55
Oswald West Democratic 51

For Secretary of State.
F. W. Benson Republican 74
Oliver Turner Democratic 20

For State Treasurer.
Thomas B. Kay Republican 79

For Justice of Supreme Court.
(Four Year Term)
Henry J. Bean Republican 69
Thomas A. McBride Republi-
can-Democratic--Non--Political
Judiciary 44

For Justice of Supreme Court.
(Six Year Term)
Geo. H. Burnett Republican 64
Frank A. Moore Republican-
Democratic-Non-Political Ju-
diciary 40

For Attorney General.
A. M. Crawford Republican 40

For Superintendent of Public
Instructions.
L. R. Alderman Republican 64
J. B. Horner Democratic 26

For State Printer.
Willis S. Duniway Repub-
lican 56
James A. Godfrey Demo-
cratic 33

For Commissioner of Labor Sta-
tistics and Inspector of Fac-
tories and Workshops.
O. P. Hoff Republican 62
D. L. Houston Democratic 28

For Commissioner of the Rail-
road Commission of Oregon.
Frank J. Miller Republican 77

For State Engineer.
John H. Lewis Republican 85

For Division Superintendent of
Water Division Number Two.
Geo. T. Cochran Republican 61
F. M. Saxton Democratic 59

For Judge of Circuit Court, Sev-
enth Judicial District, Crook,
Hood River and Wasco Coun-
ties.
W. J. Bradshaw Democratic 79
Samuel W. Stark Republican 38

For Representative. Twenty-first
Representative District, Crook,
Grant, Klamath and Lake
Counties.
H. P. Belknap Republican 70
W. L. Thompson Republican-
Democratic 28

For Sheriff.
T. N. Balfour Democratic 22
Frank Elkins Republican 107

For Clerk.
Warren Brown Democratic 96

For Treasurer.
Ralph L. Jordan Republican 95

For Commissioner.
R. H. Bayley Republican 82

For Surveyor.
J. H. Horney Socialist 22
Fred A. Rice Republican 74

For Coroner.
E. O. Hyde Republican 88
David Weaver Socialist 15

Vote for or against Prohibition
of the sale of intoxicating
liquors for beverage purposes,
for entire County of Crook.
For Prohibition 23
Against Prohibition 94

For Justice of the Peace
J. H. Jackson Democratic 95

For Constable.
Ed. Cuff 3
D. W. Barnett 3

COMMUNITY PUBLISITY

Issue Makes Good Im-
pression Where-
Ever It Goes

Railroad Companies Ask To Be
Supplied With Exploitation
Literature

Oregons publicity metho-
ds have attracted attention throug-
hout the East and officials of East-
ern railroads are sending letters
daily to the heads of local lines
asking how the work is done,
who pays for it, and what results
are obtained.

In his mail yesterday morning
William McMurry, general pas-
senger agent of the Oregon Rail-
road & Navigation Company,
which has been one of the fore-
most in this type of advertising,
found three letters bearing on the
subject and commending the ac-
tivity of Western roads.

One of the letters was from B.
A. Washington, head of the
Wheeling & Lake Erie, with
(Concluded on Page 8)

ENGINEER KYLE RESIGNS

G. A. Kyle, the pioneer rail-
road engineer, has resigned as
vice-president and general man-
ager of the Oregon Electric and
will embark in the engineering
business for himself with offices
in the Railway exchange build-
ing. His position as general
manager will be abolished. The
vice-presidencies have not been
filled.

Mr. Kyle was formerly assist-
ant chief engineer of the Chic-
ago, Milwaukee & St. Paul and
had charge of the surveys from
Butte toward Puget Sound. He
also surveyed the Alaska Central
Railway, and took part in the
strenuous work of construction in
many of the wild Alaska mining
camps. He has been over nearly
every foot of Oregon and Wash-
ington and says he looks forward
to the day when at least two
more roads will enter Portland
from the East. One of these,
he says, will be the Milwaukee.

CROOK COUNTY OFFICIAL RETURNS

Following is a short list of the
votes in the county at the elec-
tion Tuesday:

Second Congressional District.
A. W. Lafferty, Rep. 516
John Manning, Dem. 319

Governor.
Jay Bowerman, Rep. 432
Oswald West, Dem. 483

Judge of Circuit Court in this
District.
W. L. Bradshaw, Dem. 537
Samuel W. Stark, Rep. 437

Sheriff.
T. N. Balfour, Dem. 809
Frank Elkins, Rep. 802

Prohibition.
Against, 250
Judge Bradshaw wins in the
District by about 1000 majority.

100 Men Wanted.....



At the C. O. M. Co.'s
Store, to buy uptodate
Fall Suits and Over-
coats. We have the
swellest and most com-
plete line of clothing
in Madras. Every gar-
ment new and shipped
to us direct from the
factory, thus assuring
you of the best values at
the lowest prices.

Men's Three-Piece Suits from \$5.00 Up
Men's Overcoats from \$5.75 Up

FULL LINE OF Heating Stoves JUST ARRIVED

**Central Oregon Mercantile
Company**

R. T. OLSON, Manager
MADRAS, - - OREGON

Madras State Bank

MADRAS, OREGON

TRANSACTS A GENERAL BANKING BUSINESS

Money transmitted to all parts of United States and Canada

J. M. Conklin, President and Gen. Man'g' C. E. Roush, Vice-President
DIRECTORS: C. E. Roush, M. Futz, J. C. Robinson, Robt. Rea, J. M. Conklin