

The Redmond Spokesman

Published at the "Hub City" of Central Oregon

VOL. 1. No. 34

REDMOND, CROOK COUNTY, OREGON, THURSDAY, MARCH 2, 1911

\$1.50 PER YEAR

IMPROVEMENTS FOR THIS CITY

Are Promised By the Harriman Officials

TERMINAL FACILITIES AND WAREHOUSES

Deschutes Road to Be Extended South to Town of Odell

That Redmond is to come into her share of prosperity at the hands of the Harriman people is assured beyond a question of a doubt. While here recently the railroad representatives gave the citizens that assurance.

It was the first visit of the railroad men to the Hub City, and they were agreeably surprised to find such a live city in this part of the state. In conversation with citizens as to the future policy of the Deschutes road they gave the assurance that Redmond would be the commer-

cial center for their road's operation in construction south and east of here.

The officials stated that the decision had been reached to establish extensive yard and terminal facilities, warehouses and other improvements at Redmond, as well as at Gateway and Madras.

The promise was also given the Redmond people that this city would be a division point when the Deschutes road builds south to Odell.

Bishop Paddock Wants Names

Bishop Robert Paddock, of the Eastern Episcopal Diocese of Oregon, who was in Redmond recently, wishes to secure the names of all Episcopalians in this section and also the names of members of the Church of England. The names can be left at The Spokesman office or forwarded to the bishop's home at Hood River.

Juniper Ladies Receive

Last Thursday evening the ladies of the Juniper Reading Circle held a reception in Ehret's hall for those who assisted in their recent entertainment. The evening was passed in social diversions, among which were some excellent vocal and instrumental music. Mayor Jones spoke on the topic of a free reading room for Redmond. Refreshments were served after the program. All present united in declaring that they had been well entertained.

ANOTHER ROAD FOR PRINEVILLE

Prineville - Metolius Road Incorporated

CAPITAL STOCK IS FIXED AT \$50,000

New Corporation Not Identified With Other Interests

A Salem dispatch dated Feb. 5th says: Articles of incorporation of the Metolius & Prineville Railroad company were filed with the secretary of state this morning. The capital stock of the new railroad corporation is fixed at \$50,000, and the principal office is named as Portland. The incorporators are Harrison Allen, G. C. Frisbie and E. McCulloch. It is the object of the corporation as set forth in the articles, to build a railroad connecting Metolius with Prineville. Harrison Allen, an attorney in

this city, who is one of the incorporators of the Metolius & Prineville Railroad company, said the new corporation is not identified in any way with the Hill or Harriman interests, but that it is a private corporation, planning to build a road from Metolius to Prineville. He said he was not in position to say what kind of a road would be built, whether to be operated by steam or electricity.

"Our engineer has not yet returned from the field," said Mr. Allen, "and I have nothing to give out for publication until I have conferred with him."

Prominent business men and citizens of the town of Prineville are also planning the construction of a railroad from their town to connect with the Oregon Trunk and the Deschutes Railway lines somewhere near Bend. Their plans, it is understood, are to build an electric road, which it is figured would give better service than a steam road in view of the distance from Prineville to a connecting point, being only 25 miles. Another feature favoring the electric road is said to be the abundance of electric power available both on the Deschutes and Crooked rivers.

E. Maher, formerly of North Dakota, is having the building three doors north of The Spokesman office fitted up for a hardware store, which he will soon open with a full line of goods.

While on her way to Hillman last Thursday Mrs. Van Allen was severely injured in a runaway accident.

One of the Bevard twin girls died Tuesday night.

FREIGHT RATES ARE REDUCED

Low Rate Now In Effect in Central Ore.

BIG SAVING IN TIME WILL NOW OBTAIN

First-Class Passenger Service Has Been Inaugurated

The most graphic story yet written about Central Oregon developed last week when the Oregon Trunk railroad announced its new freight schedules which became operative March 1. The blazing of the railroad train into the interior, which has just been accomplished by John F. Stevens, marks the greatest reduction in transportation charges ever inaugurated in the history of railroad building.

In some cases where the former rates by wagon-haul and rail have been as high as 4 cents a pound, or \$80 a ton, the new all-rail rate on the Oregon Trunk will be less than 1 cent a pound.

At the same time a saving of nearly two days in time will be made for all products that are to be shipped to the Portland markets.

There are more than 300,000 bushels of wheat in the farmers' hands from the crops of 1909 and 1910, and under the old rate it would have cost \$120,000 to move this grain to tide-water terminals. Under the new tariffs the cost will be reduced to about one-fourth that sum or \$32,400. Where the rates heretofore have been absolutely prohibitive against shipping grain to Portland, the new schedule will mean not only an active movement in the wheat now in storage, but it will mean a great impetus to this industry the coming year and all seasons in the future. More than 1,000,000 bushels of the current crop will be poured into the Portland markets this coming season.

From the standpoint of the local jobbers and manufacturers and the retail dealers in the interior the most important feature of the new rates will be the great reduction in merchandise. The four class rates covering all sorts of wares, groceries, hardware, implements, etc., have been cut enormously, the new rates being as follows:

First class, 96 cents a hundred; second class, 82 cents; third class 67 cents and fourth class, 58 cents. Formerly under the old "team freighting" regime, the first class rate was a minimum of \$1.67 a hundred pounds from Madras to Portland via wagon-haul to Shaniko and O. R. & N. to Portland. This is a reduction of nearly 50 per cent, and the second, third and fourth classes have been cut in proportion.

In carload lots the showing is just as important and will mean great impetus in the movement of tonnage from Central Oregon. The rate on grain will be 18 cents, where heretofore it has been 66 cents. The rate on lumber will be 20 cents, where little or no movement has been made heretofore. Coal will be handled to local markets in carloads at the rate of \$3.50 a ton and cattle will be shipped at \$60 a carload.

The finest and most up-to-date equipment and train service ever put into operation on a branch line in the west will be made ef-

SPECIAL Reduced Prices



- \$30.00 Suits cut to \$22.00
- 27.50 Suits cut to 20.00
- 25.00 Suits cut to 18.00
- 22.50 Suits cut to 16.00
- 18.00 Suits cut to 13.50
- 17.50 Suits cut to 13.00
- 12.50 Suits cut to 10.00

Boys Knee Pants 90 c and up
25 per cent off on all Boys' Suits and Men's Overcoats.
Summit Brand all wool shirts, regular \$2.50
Special \$2.00
Ore. Woolen Mill all wool shirts, Reg. \$2.25
Special \$1.75
Complete line of Ladies Shoes at Portland prices.
E. L. RAPP
"The Head to Foot Clothier." Redmond, Or.

fective. There will be a regular train each way a day, consisting of four cars, a combination baggage and express, a smoker and two first-class coaches. No mixed trains, such as are being operated on other branch lines in the Northwest will be used. The train will leave Portland at 9 o'clock in the morning and will reach Madras at 8:30 p. m., a 11 1/2-hour schedule. The outbound train leaves Madras at 7.45 a. m. and will reach Portland at 8:15 p. m. In each case connection will be made with the crack trains of the North Bank road at Fall-bridge, Wash., and all the accommodations afforded through passengers will be given the people of Central Oregon.

THE NEW HILL LINE IS PRESSED FOR CARS

Central Ore. Country Makes Heavy Demands on Its Freight Service

So heavy have been the demands made upon the Oregon Trunk for freight service on the part of farmers, livestock men, sheepmen and others in various parts of Central Oregon now reached by the new Hill line that heroic efforts are being made by the company to provide sufficient number of cars to move the shipments now ready for the markets. In spite of the fact that the regular operation of the road was not inaugurated until March 1, shipments have been taken as rapidly as the Oregon Trunk could secure the equipment.

This emergency service has been decided upon by the traffic department as an accommodation to the interior points and is based upon President John F. Stevens' public statement at Madras when he announced "You can depend on us to give you fair, square and honest treatment and all we ask of you is cooperation."

Inside of 24 hours, the different points along the line where the people have been anxiously waiting for the coming of the railroad, literally began throwing business at Mr. Stevens, head and he has issued instructions to both the traffic and operating departments to do everything in their power to give the shippers preliminary service until schedules and tariffs have been worked out. It is stated that vastly more tonnage has been offered the Oregon Trunk than any of the railroad officials dreamed would be forthcoming. Cattle, horses and sheep are being shipped to markets. Lumber, mill-stuffs and grain, and other kinds of produce are being assembled at the different traffic points in almost feverish excitement.

Owls to Give a Costume Ball
The Redmond Brotherhood of Owls are making preparations to give a grand costume ball on the night of March 17th—St. Patrick's Day. The best of music will be in attendance, and as the Owls have the reputation in Redmond of giving entertainments that are of a high order, there is expected to be a large attendance. The full details of the affair have not yet been worked out, but will be announced later.
Andrew Nelson, while working Monday with a stump puller, had the misfortune to break his leg.

Toilet Articles



We have just received the finest line of the above goods ever shown in this section, and we would like to have you come in and see these goods. Everything for the Toilet.

Norwood's

We Guarantee

A Dollar's Worth for a Dollar

If you get more than that at this store, so much the better for you. Whenever it is possible to give our customers more than their money's worth, we give it.

In addition, we guarantee complete satisfaction in every purchase made here, regardless of the offering or price of the merchandise.

If you find, after patronizing us, that you are not satisfied, we will exchange the goods, refund the money---do anything within reason to keep you perfectly satisfied. The greatest asset of this store is your good will.

HAVE YOU HEARD THE WHISTLE OF THE LOCOMOTIVE? WE HAVE
and are going to sell at the prices that will prevail when the road is here, so that you need not put off your purchases but **BUY THEM NOW.**

Friday and Saturday ONLY

MEN'S PANTS from \$2.50 to \$3.50

Your Choice \$1.95

SAMPLES OF GROCERY PRICES

| | |
|------------------------|------------------------------------|
| Columbia Oats.....40c | Tomatoes, 2 for.....25c |
| Grape Nuts.....15c | A. & L. Oyster, 15c, 2 for.....25c |
| Shredded Wheat.....15c | Pie Fruit, 20c can, 3 for50c |

EHRET BROTHERS

DEPARTMENT STORE

Lowest in Price, Highest in Quality