

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, MAY 4 1905.

NO. 37.

PROFESSIONAL CARDS.

STANT & ESSON
DENTISTS
Over French & Co.'s Block.
OREGON

OLD CLARKE
DENTIST
Dental Work at reasonable prices.
PRINEVILLE, OREGON

PHYSICIAN AND SURGEON
Office in Drug Store.
OREGON

NOTARY PUBLIC AND
S. COMMISSIONER
OREGON

OREGON BANKING CO
SHANIKO, OREGON

J. W. French, Pres.; H. A. Moore, Vice
F. T. Harburt, Cashier.
Stock, \$25,000. Deposits, \$250,000

EXCHANGE BOUGHT AND SOLD
ON ALL PARTS OF THE WORLD.

J. W. French, H. A. Moore, F. T.
W. Lord, A. E. Hammond, J. H. Coe.

Geo. C. Blakely
The Reliable Druggist.

Carries the largest stock
of drugs and druggists
supplies in Eastern Ore-
gon, photo supplies —
your mail orders solicited
and will receive
prompt attention.

Dalles, Oregon

Hamilton Hotel

First class meals and beds,
prices reasonable. Head-
quarters for all stage lines.

Dalles, Oregon

Your watch is in need of repairs
if you want to buy a new one,
you can do better than to write

Geo. Liebe

PRACTICAL WATCH and
LOCK MAKER

DALLEs, ORE.,

Prices and styles. Mail orders
receive prompt attention. All work
guaranteed.

L. L. LANE

SMITH and WAGONMAKER.

Shoehing a specialty. Dealer in
iron, wheels, cushions, rubber
springs, axles.

Dalles, Oregon

First Township Plats corrected up to
showing names of all entries, vacant
lots and creeks, 50 cents each.

LAND SCRIP FOR SALE

Returning title in all kinds of Government
land, without residence or improvement, at
market prices. Write us for full par-

ticulars. Land Office business a specialty.
Five years' experience. Reference:
J. C. Bankers.

ANDERSON LAND CO.

THE DALLES, OREGON.

FACTORY MARDEN

Manufacturer and Dealer in

Harness, Saddles,
Wagon Covers

THE CHEAPEST PLACE IN
THE DALLES.

There, stop in and get prices.

BIG STIKE IN CHICAGO

Labor Leaders to Call Out
250,000 Men.

TROOPS GUARD STREETS

Business Paralyzed--Residents Lay-
ing in Supplies and Preparing as if
for a Siege--Scenes of
Rioting Daily.

CHICAGO, April 27.—The Chicago
Federation of Labor, with assurances
of strong financial and physical help
from affiliated bodies outside of Chi-
cago, today announced its plan for
bringing on the greatest strike in his-
tory. It is proposed to call out every
union employe in Chicago, in what-
ever capacity employed, 250,000 in all,
and put them at work as pickets, if
necessary, to win the cause of the
teamsters.

The strike, which threatens to be-
come international eventually end
with the arrival of federal troops, is
unique in that it started from the gar-
ment-workers' demand for a renewal
of the scale and the closed shop last
November. The proprietors refused to
grant the closed shop and the strike
was ordered. It made poor progress
and would have dropped out of sight
but for frequent results. Finally the
garment-workers demanded that the
Federation of Labor take up their
falling cause. It was agreed that the
strike must be won to save the Fed-
eration from disintegration. The
Teamster's Union, with no grievance
of any character, and contracts run-
ning three years, was chosen as the
instrument to win the strike.

Angered by the breaking of con-
tracts, both by the garment-workers
and the teamsters, the employers
banded together and determined to
win the struggle at any cost. They
formed the Merchants' Teaming
Association, incorporated in New
Jersey with \$1,000,000 capital. Every
merchant is a member. As fast as his
men strike, he turns his teams over to
the association.

Two days ago, seeing the futility of
continuing the strike, the teamsters
decided to call it off. When they ap-
plied for their position, they were in-
formed that no man who had struck
would ever be re-employed. This led
to a conference at which all the unions
realizing that it was a life and death
struggle, decided to fight it out.

The strike today of 1100 express
drivers paves the way for bringing in
the Federal troops. With all teaming
stopped or badly crippled business will
be paralyzed. But the merchants
have not been idle. They received
1800 men from the East this week,
hardly determined fellows used to strike
duty, and will put them on the wagons.

A policeman was run down and killed
by a union driver today. There were
many brutal assaults, women and chil-
dren were driven from the busses that
bring suburban passengers to the retail
stores, riots and assaults were frequent
and all signs point to what will practi-
cally be civil war in Chicago within a
week. It is freely predicted that the
railway brotherhoods will become in-
volved and that the strike will spread
to all cities in the United States and
Canada.

Chicago merchants, to a man, are de-
termined to fight union demands to a
standstill this time. The struggle will
be the most fierce ever witnessed, even
in this hotbed of unionism, for both
sides are determined to win and noth-
ing but a crushing failure will be ac-
knowledged. Tonight every store on
State street, with two minor excep-
tions, has been struck. This means
practically the entire retail district.
This will be the fighting zone and
hostilities will be extended to the out-
lying stores as rapidly as possible.
Residents, learning by experience, are
hastily laying in stores of everything
useful and preparing for a siege.

WORKING FOR A RAILROAD

Commercial Interests at Portland are
Working for Transportation to
Central Oregon.

The Evening Telegram.
Through what method the transporta-
tion committee of the Chamber of Com-
merce will finally decide to act in order
to bring about construction of a railroad into
Central Oregon is not fully determined—
at least the plans have not reached a stage
where they are ready for announcement—
but a decisive campaign, in which the road
will be secured, is proposed, and it is

hoped to be able to do this with such dis-
patch as will record the beginning of con-
struction within a few months.

Confidence in the ability of the commer-
cial bodies to do things has been encour-
aged by the success in completion of the
Portage railroad and vigorous manner in
which the Open River Association, link-
ing its organization with the Chamber of
Commerce, has taken hold of the project
for securing boats on the upper river.
Portland business interests are no longer
content to be satisfied with the growth of
trade without doing everything possible for
expansion of the territory by adding new
districts to production.

It is definitely decided that attention
will first be concentrated on securing con-
struction of a road into Central Oregon.
When that is accomplished, energies will
be turned to other sections, probably first
to the Nehalem Valley. Organization is
a potent influence for achievement of pub-
lic benefit, and the first steps to be taken
by the transportation committee is to
place the proposition on a business basis
financially. Publication in The Telegram
yesterday of the proposition suggested for
securing building of the road by guarantee
of interest until such time as traffic ear-
nings would return profit to the investors
caused considerable discussion. One of
three plans that have been proposed for
procedure of the committee in its efforts
is along the same line, but if large invest-
ment follows the plans will be for a guar-
antee of a large percentage of the capital
stock of the projected company, which
may be either independent or auxiliary to
some railroad already in the field.

In due time full details of the plans
being worked out will be made, but it is
expected to have something definite as to
the fulfillment of the plans before they are
given publicity. It can be stated positively
that the prospects of a railroad into Cen-
tral Oregon were never brighter than at
present, or more promising of early realiza-
tion.

MAKING FEW CONTRACTS

THE DALLES, Oregon, April 27.—The
wool situation in this part of Eastern
Oregon varies from partially all the
other woolgrowing sections of the state
from the fact the growers have thus
far declined to contract their clips in
advance of the scheduled sales days,
June 6 and 23 and July 6. These sales
will be held as usual at Shaniko, the
market place for the wool grown in
Wasco, Crook, Wheeler and Grant
Counties, where the choicest clips of
the state are produced.

Since early in the Winter, representa-
tives of large wool dealers have canv-
assed this section along with other
parts of contracting the wools in ad-
vance of their being shorn, but their
offers have been repeatedly declined,
notwithstanding the tempting price.
The first contract canvassers offered
from 16 to 17 cents, and later intimated
that 18 cents would be paid. Within
the past fortnight offers to contract at
20 cents for the strictly choice wools
have been declined. Notwithstanding
that this is an advance of at least 5
cents per pound above the average
rate paid for choice wools last season,
the growers have signified their prefer-
ence to await the sealed bid sales which
have proved most satisfactory to them
since the system was inaugurated three
years ago.

In comparing the percentage of ad-
vance on contracted wool in other por-
tions of the state with the prices paid
for the same last season, it would seem
that the growers in this section are
justified in declining to contract at the
offers made, and with the prospects of
unusual competition for choice wools,
it is anticipated that 20 cents will be
exceeded on the sales days. Shearing
will be general by May 1 and the clip
promises to be not only large, but of
good quality and condition.

Dalles, Oregon, April 29.—The Polk
County Woolgrowers' Association sold
its pool of 100,000 pounds in Dalles to-
day for 25½ cents per pound. H. L.
Fenton, of Dalles, was the buyer.

Notwithstanding the whitewash given
the beef trust by Secretary Garfield in his
elaborate report, based on six months of
investigation, the great question remains
unanswered. Why the great gap between
prices of cattle on the hoof and prices of
the dressed meat when it reaches the con-
sumer? If cattle are cheap, ought not the
meat made of them to be of correspond-
ing cheapness and vice versa? That's
what both producers and consumers want
to know.—Ex.

FRESH MILCH COWS.

I have several fresh milch cows for
sale, and they are good ones, too.
Jack Heiflich, Culver, Oregon.

"HEARD IN THE ROTUNDAS"

Interview Given the Oregonian Cre-
ates Erroneous Impression.

"We did not think we needed a railroad
up there in Crook County several weeks
ago, when the two large automobiles from
Portland began freighting between Mad-
ras and Bend on the new road that had
just been built," said L. V. Bailey a stock-
man who lives near Paulina, at the Im-
perial Hotel yesterday afternoon. "One
of the automobiles could seat 15 passen-
gers and had a wagon attached in which
was carried freight. The smaller machine
carried both passengers and freight.

"Early one morning two or three weeks
ago the large automobile started out load-
ed with passengers and merchandise to
distribute to the small stores along the line.
The first hour or so everything went
along very smoothly, and the passengers
said it was better riding than in a train.
But as luck would have it, the automobile
broke down away out in sagebrush, miles
from any house. Well, the passengers
had to walk, and the automobile was
hauled back to Heisler by three six-horse
teams.

"Of course we thought it was rather
strange that the machine should break
down on her maiden trip, but we thought
the other automobile would be all right.
It started out soon after the other machine,
and it also broke down after it covered a
few miles. Another lot of passengers
had to walk. Those machines are still up
at Heisler waiting for some new machinery
to arrive from the East. Some of the
boys say they will ride in the automobiles
again, but say they will have their horses
tied on behind, so they won't have to walk
back home any more. Those automobiles
may be all right, but I prefer a railroad."

Without questioning the ver-
acity of Mr. Bailey, in his inter-
view with the verbose reporter
of the Oregonian, it is evident
that his information was not
gathered first-hand, but ob-
tained from several different
sources, and show somewhat of
a disposition to make an enter-
esting article out of a trivial
incident. Whether the em-
bellishments were added to the
piece by the reporter or furn-
ished by the Paulina stockman,
they are erratic and misleading,
to the say the least.

The big automobile broke
down it is true, but it was only
few miles from Shaniko, and in
less than a week it was running
again and has been running
ever since, giving perfect satis-
faction. Mr. Bailey gives the
impression that the auto would
be idle, probably for several
weeks, as he said new machin-
ery would have to arrive from
the East before it could be op-
erated.

How Mr. Bailey made two
automobiles out of one, we can-
not conceive, unless he's eyes
see double, as only one auto
started from Shaniko, and it
never broke down at Heisler at
all. The second trip out from
Shaniko to Madras was made
without accident of any kind.

Like Mr. Bailey, we greatly
prefer a railroad, but failing
that we will try to be content
with any other means which
will tend to give us quick com-
munication with the railroad.

With the June number will begin The
Pacific Monthly's series of special editions
for the year 1905. They will comprise a
number for Portland, for Seattle, for
Southern California, for San Francisco and
the souvenir number of the Lewis and
Clark Exposition, also a special auto-
mobile number. The articles of Dr.
Wolf Von Schierbrand, six in number, on
"The Coming Supremacy of the Pacific"
are also promised, and the plans con-
templated by the publishers will, without
question, place The Pacific Monthly far
in advance, not only of present competi-
tors, but also into the unreachable class of
periodical literature on the Pacific Coast.
The Pacific Monthly is sold to regular
subscribers at the extremely low price of
\$1 a year. We have made an arrange-
ment with the publishers by which we are
able to offer it in connection with The
Madras Pioneer (both publications) for
\$2.00 a year.

DRY GOODS SALE

Calico, special = 5c yard
Silk zepthers for waists, 25c "
Percales, - " 10c "

Special sale on Handkerchief and Hosiery Saturday
Gentlemen—come in and see our fine line of Fur-
nishings.
JUST RECEIVED—Fancy line of Groceries and
choice Confectionery.
Paint your house this spring—Come in and see our
colors.

NEW CASH STORE

LENA M. LAMB, Prop.
.....Palmehn Building.....
MADRAS, - OREGON

THE PIONEER CASH STORE

Just received, a new line of Douglas Shoes. We quote a few prices:
Kangaroo Kid, a fine dress shoe, at \$3.50. Viel Kid, also a good dress
shoe, at \$3.50. Box Calf Blucher at \$3.00. Come in and see our beau-
tiful line of Boys' and Men's Hats in all the new shapes and colors rang-
ing in price from 50c to \$4. Everything in the Grocery line. The best
Teas and Coffees. Fine Hams and Bacon. The best lard in the land.
Also good cooking and eating Apples. Do not forget us when you need
Building Paper and Barb Wire.

T. J. Malloy & Co.

Main Street, - - - Madras, Oregon.

Special Sale

FOR SIXTY DAYS ONLY IN
BOOTS, SHOES, CLOTHING,

Of all kinds. We also carry a full and complete line of Groceries
and Hardware. Agents for Mitchell Wagons, Hacks, Buggies,
Carts, Plows, Harness, Drills and all kinds of farming implements
and tools.

JOHNSON, BOOTH & CO.

Main St., Prineville, Ore.

LIVERY AND FEED STABLE

... THE BEST ...
D. A. HOWELL'S
Good stock. Careful drivers. Best of hay and grain.
Prices reasonable.

Department Store...

Carries the Largest and Best selected
stock of gents' and ladies' ready-made
clothing of any store in Crook county.
Latest styles, best fit, lowest prices;
also a full and complete line of every-
thing needed by the farmer and stock-
man. Send in a trial order and be
convinced.

WURZWEILER & THOMSON
Prineville, Oregon