

# The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, AUGUST 9, 1906.

NO. 51

## PROFESSIONAL CARDS.

**D. HAROLD CLARKE**  
**DENTIST**  
All kinds of Dental Work at reasonable prices.  
PRINEVILLE, OREGON

**U. G. COLLVER**  
**NOTARY PUBLIC**  
JUSTICE OF THE PEACE  
CULVER PRECINCT  
CULVER OREGON

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

**J. H. HANER**  
**ABSTRACTER OF TITLES**  
NOTARY PUBLIC  
Fire Insurance, Life Insurance, Surety Bonds  
Real Estate, Conveyancing  
PRINEVILLE, OREGON

**B. F. ALLEN, President.**  
**T. M. BALDWIN, Cashier.**  
**WILL WURWEILER, Vice Pres.**  
**H. BALDWIN, Asst. Cashier.**  
NO. 3851.

**The First National Bank**  
OF PRINEVILLE, OREGON  
ESTABLISHED 1888  
Capital, Surplus and Undivided Profits  
\$60,000.00

**CULVER HOTEL**  
AND FEED BARN  
PERRY REED, Manager.  
GOOD MEALS CLEAN BEDS  
NEW BUILDINGS  
GRAIN AND HAY OF ALL KINDS FOR SALE  
PRICES REASONABLE.  
CULVER OREGON

**WE STILL SELL FLOUR at \$1.25**

**White River Flour**, the best on the market  
has been placed within reach of all **\$1.40**

Flour isn't all, though it helps when you  
have a few of our staple and fancy groceries  
to use with it

**LAMB'S CASH STORE**

**C. E. ROUSH** We Can Supply You  
Give Us A Call  
PROPRIETOR  
**MADRAS MEAT MARKET**  
Keeps Constantly on Hand the Best Fresh and Cured Meats  
And pays highest market price  
for fat stock, butter, eggs  
and farm produce  
Madras, Oregon

## HAMMOND HOLDS KEY MAY USE COAL FOR FUEL

COULD BE FIRST INTO CENTRAL OREGON

Corvallis & Eastern Must Cross  
Cascades Or Its Importance  
Will Greatly Diminish.

Although the announcement that President A. B. Hammond, of the Corvallis & Eastern railroad, contemplates building into Central Oregon next year is generally considered to be only a bluff in the railroad game, the matter cannot fail to attract serious thought in view of existing facts.

The fact that gives most strength to the position of the Corvallis & Eastern, with regard to a future in Central Oregon, is that this line could be pushed well into this section of the state months before any other line could reach it. With an early start in the Spring the "next year" promise of President Hammond could be an actual fact.

It will take two years for the Oregon Trunk, now building up the Deschutes river, to get trains into Madras. The Harriman road could not be built across the Cascades from Natron to Walker's Basin and a line run north into Crook county in much less than three years. Hammond has almost a year's time to his credit, in holding the key to Central Oregon at the present time. Coming into the Deschutes valley by way of Sisters and Tumalo, his road would first strike the great pine timber belt and the irrigated region and hold tributary all of the Laidlaw, Bend, Redmond and Prineville territory, with a terminus at Laidlaw, where the survey crosses the Deschutes river. There is, at least, this much to beckon Hammond into Central Oregon.

But behind him there is yet a driving force. Although Mr. Hammond bought the Corvallis & Eastern for \$100,000, and with it some ships which he later sold for enough to cover the purchase price, leaving him the railroad as clear profit, the fact still remains that the railroad practically runs from nowhere to nowhere and barely pays running expenses.

Unless the Corvallis & Eastern is extended at least into Central Oregon, and that before any other railroad comes into this territory, that road can never come to be one of any importance, and will be confined to the possibilities at forded between Idanha and and Yaquina Bay.

Hammond holds a strong position in the railroad game in this state. His route into Central Oregon is as good as any if not the best trans-mountain route into this section, and in the matter of time, he has fully a year to his credit, for his road can be built in that much less time than any of the other proposed roads. He is said to be worth \$15,000,000, and can build the road with his own money, and he says he intends to do so. The value of his road lies largely in his ability to be the first to occupy the Central Oregon field. If he does so, however, he will have to "be up and doing", for Nelson and his Oregon Trunk Line are pecking along up the Deschutes canyon.

For Sale.  
Two Jersey heifers. For particulars apply to J. H. Horsey, Madras, Or.  
a230

PLANS TO SUPPLY PRINEVILLE MARKET

Hay Creek Company Proposes To  
Furnish Coal for Household Use  
At Less Cost Than Wood.

The Haycreek Coal Mine company, which owns a number of coal prospects near Haycreek, is making preparations for placing this coal upon the Prineville market during the coming Winter, to take the place of the juniper wood which is used there now for fuel. Thorough tests have been made and it is believed that the quality of the coal is good. Members of the company state that recent reports show their coal to be similar to the Rock Springs, Wyoming, coal. The coal vein is about three feet in thickness, and recent development work seems to indicate that these coal measures are extensive enough to be of great importance.

Arrangements are being made now to have coal hauled from the mines to Prineville, where it can be sold at about \$10.50 per ton, which is the price at which Rock Springs coal is sold at the end of the railroad at Shaniko. Coal at \$12 a ton is said to be as cheap as juniper wood at \$6 per cord. The coal can be mined at an expense of not to exceed \$3 per ton, even with their present crude methods, and allowing \$1 per ton for handling and sacking and \$5.50 per ton for hauling, there would still be a profit of \$1 delivered in Prineville at the Shaniko price. These are the figures at which the company bases its present expressed intention of marketing coal at Prineville.

The company is doing considerable development work at their property. A tunnel 180 feet long has been run under the vein, cutting the vein at a depth of 100 feet below the cropping. They now plan to drift 100 feet along the vein.

## ANOTHER DESCHUTES RAILROAD

Tacoma, Aug. 6.—Articles of incorporation were filed today by J. C. Donnelly and Arvid Rydstrom for the Southern Extension Railway Company to build a railroad from a point on the left bank of the Columbia river, near the mouth of the Deschutes river, through the valley of that river to a point near Madras, thence to Bend, Oregon, with a branch line to Prineville, Oregon. The capitalization is \$1,250,000. Considerable speculation exists as to the parties behind the move. Donnelly is a well known hotel man here, and Rydstrom is a prominent contractor.

J. C. Robinson and family returned on Tuesday from a visit to their old home at Ashwood.

Mrs. F. E. Rodman and Mrs. Geo. A. Stevens have been visiting friends at Prineville during the week.

Jack Clingan, of Culver, has taken upon himself the arduous duties of village barber in Madras, during the absence of Charles Wilson.

Rev. J. K. Craig and family returned on Friday from Sisters, where Rev. Craig has been assisting in a series of revival meetings.

G. L. Harpham, of Wapinita, is in town today. Mr. Harpham owns a lot on Main street adjoining the Roush property, and he is here for the purpose of making arrangements for building a house on it.



DON'T YOU LOVE FOR OTHER PEOPLE TO SEE YOU WEARING TONY TOGS? IF YOU DON'T BELIEVE DRESSING WELL RAISES YOU IN THE ESTEEM OF OTHERS JUST TRY IT ONCE. COUNT THOSE YOU KNOW WHO ARE MOST RESPECTED. THEY WEAR THE BEST GARMENTS. ARE NOT THEIR EXAMPLES GOOD TO FOLLOW? ASK THEM WHERE THEY GET THEIR WEARABLES TOO, IF YOU WILL. WE ARE WILLING. PEOPLE WHO GET ON DONT WEAR UNSIGHTLY APPAREL. WE BELIEVE WE HAVE ALL OF THE THINGS YOUR APPEARANCE CRAVES. WE CAN DRESS YOU UP SWELL WITH OUR READY MADE SUITS OR WE TAKE YOUR MEASURE AND ORDER THE GAMENT'S MADE SPECIALLY FOR YOU FROM YOUR CHOICE OF SAMPLES. THESE SUITS ARE MADE BY THE ROYAL TAILORS, CHICAGO

RESPECTFULLY,  
J. W. AND M. A. ROBINSON AND CO.  
GENERAL MERCHANTS, MADRAS, OREGON

SAWMILL  
MBER  
nds of rough  
ressed lumber  
ngles on hand

L. PAPER  
ve line of the latest  
is now being  
book prices.  
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Call and see it  
is the place to buy

WILSON  
LES HOSPITAL  
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Oak Tanned Harness Leather  
Strictly first class  
GUARANTEED  
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a Hand. Shoe  
All work neatly  
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WILLIAMS & CO  
SALERS IN  
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ishing Goods  
AND SHOES  
AND CAPS  
OREGON

SOUTHERN  
WAY CO.  
TABLE NO. 10.  
July 9, 1901.

Station	Daily Train	North Bound No. 1	Arrive
Prineville	11:30 a.m.		
Madras	11:45 a.m.		
Wapinita	12:00 p.m.		
Wahkiakum	12:15 p.m.		
Wahkiakum	12:30 p.m.		
Wahkiakum	12:45 p.m.		
Wahkiakum	1:00 p.m.		
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Wahkiakum	1:30 p.m.		
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Wahkiakum	12:00 a.m.		