

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, FEBRUARY 7, 1907.

NO. 25

PROFESSIONAL CARDS.

COMMISSIONER
County Building
OREGON

DENTIST
Dental Work at reasonable prices.
PRINEVILLE, OREGON

NOTARY PUBLIC
OFFICE OF THE PEACE
CULVER PRECINCT
OREGON

PHYSICIAN & SURGEON
Office in Drug Store.
OREGON

TRACTOR OF TITLES
NOTARY PUBLIC
Life Insurance, Surety Bonds
Real Estate, Conveyancing
OREGON

LAND ATTORNEY
Special practice before U. S.
Department of the Interior
General practice. Office at
OREGON

First National Bank
PRINEVILLE, OREGON
ESTABLISHED 1888
Assets and Undivided Profits
\$100,000.00

Township Plats corrected up to
the names of all entrymen, vacant
lands and crocks, 50 cents each.

SCRIP FOR SALE
Selling title to all kinds of Government
land residence or improvement, at
low prices. Write us for full par-
ticulars.

Land Office business a specialty.
The years' experience. References:
the bankers.

ANDERSON LAND CO.
THE DALLES, OREGON.

Bring us any

**WHEAT, HOGS, EGGS,
BUTTER or PRODUCE**

You have to sell

WE PAY YOU THE HIGHEST PRICE

Try our **SUGAR CURED HAMS**
From now on we will sell only that which we
cure ourselves

LENA M. LAMB
MADRAS, OREGON

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

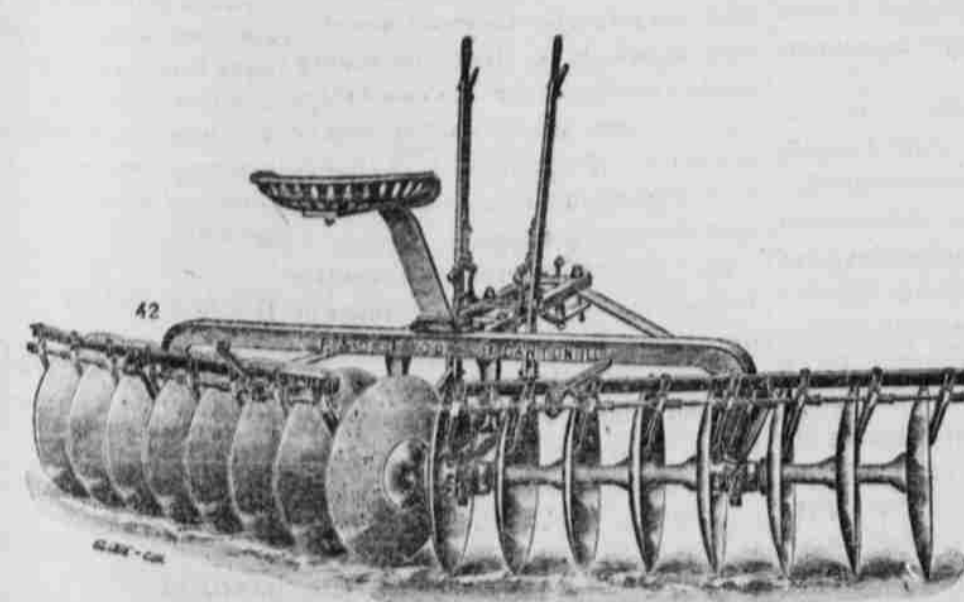
MADRAS LIVERY & FEED STABLE

J. W. LIVINGSTON, Proprietor

Good Teams and Rigs. First-class Service given to
the traveling public. Office of Bend and Laidlaw
Stage.

MADRAS, OREGON

CANTON DISCS ARE BEST



In construction they are simple, strong, and durable, easily operated and do not require weight
The arch is made of T-bar steel. The gangs are swiveled directly on the ends of the
The bearings are made from hard maple, and are dust proof. The inner gangs are held
down so center of harrow cannot raise out of the ground, but they can readily adapt them-
selves to dead furrows or low places in the ground. The scrapers are wide, covering a large sur-
face of the disc, and are operated by the foot levers.
The inner ends of the gangs are provided with bumpers which, bearing one against the other,
prevent the frame from all strain due to the end thrust.

We can supply you with any size from 8-disc, 16 inch to 16-disc 20 inch.

J. W. & M. A. Robinson & Company
MADRAS, OREGON

HEAVY SNOW STORM

Falls Over Entire Central Ore-
gon Country

RAILROAD WASHOUTS DELAY THE MAILS

Stagnation Results But Inconven-
ience More Than Offset By
Moisture Stored in Soil

The heaviest snow storm of the season fell over the Central Oregon country last Friday night, Saturday and Saturday night and as a consequence mail service is demoralized, travel almost impossible, and the general stagnation of a snow-bound condition is prevailing throughout this portion of the state. The snowfall was from one to two and one-half feet deep, and is general over the Central Oregon region.

The storm was accompanied by thawing conditions and the Columbia Southern railway company has been unable to run its trains on account of numerous washouts and slides, and no railroad mail has reached Crook county since last Thursday. On the main line of the O. R. & N. much damage to the road is also reported. It is stated that the new steel bridge across the Deschutes river at the mouth of that stream has been undermined by the floods so as to make it unsafe for trains to cross.

The announcement comes from Shaniko that there will be no mails before the first of the week, at the earliest, and possibly not then. The serious washouts on the Columbia Southern are said to be in Hay canyon between Moro and Wasco, and as there is no locomotive on the Shaniko end of the line, connections by transferring cannot be made. A hand-car is the only rolling stock capable of locomotion on the 50 miles of track south of the washouts.

At Madras the snow reached a depth of 14 inches on the level of the streets. At Culver and vicinity it was 18 inches deep. Further south in the Bend country it was between 2 and 3 feet deep.

Last Thursday night about 6 inches of snow fell in this immediate neighborhood, when the ground was already a lollily of mud and water and slushy snow. The ground was completely thawed and the moisture was sinking deep into the soil. On Friday night the heavy snow fell on top of this and continued falling until Monday-morning at which time the ground was covered to a depth of 14 inches, there having been no time during the storm when the thermometer registered much below the freezing point. The days following have been marked by the fall of warm rains and thawing

weather, and while the snow has been melting rapidly and considerable water is running away on the surface, much of the moisture is going deep into the soil, and more favorable conditions for the general prosperity of the country could not be imagined than those now prevailing.

Fall-sown grain is growing beneath the snow, and the soil is in perfect condition to absorb the moisture, which has already percolated to a depth of 18 inches and more. Such desirable crop conditions have not been known in this region for many years.

The greatest inconvenience is the inability to get any mail from the outside world. Thursday of last week was the last day on which the railroad mail reached Madras, and on only two days since then has any county mail been received. John Lockard, the Madras-Heisler mail carrier, braved the weather last Saturday and brought in the county mail, returning to Heisler on Sunday. And again on Tuesday he made the round trip, bringing the county mail.

COYOTE MAKES A RAID

A bold bad coyote made a raid on Mrs. Lena Lamb's pig pen last Friday night and came near making away with about 75 pounds of very fresh pork. At about 10 o'clock that night the household was aroused at the new home on the western limits of the townsite by the squealing of a pig, and Mr. Adams hastened to the rescue, but the coyote had got his meat and was making for the rim-rock above, and the squealing of the porker was all that Mr. Adams had to guide him as he followed after in hot pursuit. Not until Mr. Adams was almost upon him did the coyote give up his efforts to kill the pig, and even as it was he succeeded, for the pig died after being taken back to the barn. It was a good-sized shote weighing at least 75 pounds, and it seems quite a feat of strength for so light an animal as a coyote to perform, getting the heavy struggling porker out of the pen, and then making off with him on the run up the steep hill, through the sagebrush and rocks covered with snow, for a quarter of a mile, but that is what this coyote did.

I. O. O. F. ORGANIZATION POSTPONED

The Odd Fellows from Prineville who were to assist in the organization of the new lodge of that order in Madras last Saturday evening, were unable to come on account of the deep snow. They started out Saturday morning, six men in one four-horse rig, but after coming six miles their team showed so much weariness that they concluded they could not make the 35 mile trip and returned home, notifying the Madras people by telephone that they could not come. Another date will have to be set by the officers of the Grand Lodge for the installation of the order in Madras, and that will probably be when weather conditions give better promise of allowing such arrangements to be carried out with more assurance than at present.

WHEAT MILLING TESTS

Made by the Washington Ag-
ricultural College

BLUESTEM LEADS AS A BREADMAKER

Amount of Moist Gluten Contained
in Flour Considered Main Fea-
ture in Determining Value

The Washington experiment station at Pullman has been conducting a number of experimental tests of the milling values of various varieties of wheat grown in that state, the result of which tests may be of interest to the farmers of this section. Nineteen different varieties were tested, coming from 25 different shipping points. Each sample was analyzed; a part of it was then milled in an experimental roller and the percentage of yield of flour, bran and shorts determined; next the amount of moist and dry glue which the flour would yield was ascertained; sponge and baking tests were made, and finally the feeding value of the bran and shorts was estimated.

The amount of moist gluten which a flour will yield is commonly asserted as the best test of the value of any wheat for milling purposes. Other things, such as the quality of the gluten, the color of the flour, the ability of the flour to absorb and hold the proper amount of moisture in baking, were also considered in judging the quality of the wheat. Those wheats which produce flour containing large amounts of gluten-producing ingredients are, however, apt to be good in other qualities, or can be improved by blending with other wheats in milling, and hence a high gluten percentage is the first thing to be desired in good milling wheat.

The results of the gluten tests showed Bluestem to lead as a breadmaker. Sixteen samples, testing from 20 to 42 per cent, averaged 30.29 per cent gluten. Turkey Red was next, seven samples running from 20 to 43 per cent, averaged 29.94 per cent. Other varieties and their averages were: Macaroni 29.48, Red Chaff 25.38, Little Club 24.27, Forty-fold 23.68, Fife 21.22, Red Russian 19.98. This was 1905 wheat, and the average percentages from these tests probably show the relative values of these several varieties for bread-making purposes. The variation in the yield of gluten from different samples of the same variety is found to be due to the difference in climate where the wheat was grown. The dryer and hotter the weather during the period of ripening of the grain, the richer the grain in those ingredients which yield gluten in the flour.

Willow creek went on the rampage last Tuesday and was running bank full that evening and roaring like a mighty river where it entered the canyon just below town. The wagon bridge at the north end of main street was for a time in danger of being washed away, the water rising to within about eight inches of the stringers. As it was, the middle bents were undermined, letting that portion of the bridge settle considerably, so that it is not considered safe for heavy loads to cross over it.