

The Madras Pioneer

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ADVERTISING RATES ON APPLICATION

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THURSDAY May 16, 1907

PORTLAND'S OPPORTUNITY

That trip made by the business men of Portland to the towns along the O. R. & N. railroad between Portland and Boise, Idaho, and to the inland towns along the branch lines of that road, was all right as far as it went and will be productive of good to the business interests of Portland, but the trouble is that it did not go far enough. What Portland business men want to do is to get off of the railroad and out into that great inland empire known as Central Oregon, to learn for themselves of its wonderful resources, and of the possibilities of its development and the resulting trade for the Oregon metropolis. If Portland ever comes to realize the immensity of this territory, the vastness of its possibilities of trade and the relative smallness of the investment which will be required to open up this section and turn its large volumes of business to Portland for all time to come, the business men of that city would not be long in grasping the opportunity. The trouble is that Portland does not know enough of the great field for exploitation that lies at its very door.

It has been said that Opportunity knocks but once at any man's door, but here, to borrow a phrase, Opportunity lies in wait with a stuffed club, for Portland's business men. It is true that Portland gets the trade from this section at the present time and is apparently satisfied, but with the advent of a railroad into this territory, that trade would be increased a thousand fold. Portland's opportunity is to furnish the needed rail transportation for this section. A railroad up the Deschutes River would tap the entire Central Oregon country with a line that would draw all of its business to Portland; it would give this section an outlet by a water-level route to its best markets, and would forever hold this territory tributary to the Oregon metropolis, against the invasion of any railroad from the south.

But Portland closes her eyes to this opportunity, and the indications are now that the first road into this territory will be from the south, reaching up from California into the Klamath country, and on north into this section, and drawing to San Francisco that trade which should rightfully belong to Portland. Those who are familiar with the situation can see the opportunity slipping away from Portland.

What Portland business men need is to take two weeks off and come out and get better acquainted with that great undeveloped empire known as Central Oregon, with its vast area greater than the entire state of Ohio; with its billions of feet of finest yellow pine timber; with its half a million acres of irrigated lands; with its million acres of wheat lands; with its great thoroughbred stock farms, its hundreds of thousands of head of sheep and cattle; its mines of gold and silver, cinnabar and coal; with its Deschutes River and other streams affording unlimited

power for manufacturing plants; all this comprising the great empire of Central Oregon, awaiting the advent of the railroad to open it up and permit of its development.

Central Oregon is truly a great empire in itself. With ample railroad transportation, affording opportunity for its development, it would soon become the richest and most productive section of the state. This empire is naturally tributary to Portland, and with transportation facilities, all of its vast wealth of trade and commerce would be poured into that city for all time to come. With this empire developed and pouring its wealth into Portland, it would make of that place the greatest city on the Coast, and insure for all time to come, Portland's pre-eminence among the markets of the Pacific Slope.

If Portland never got a dollar back directly from its investment in a railroad into this section, it could well afford to spend the money for the vast benefits that would accrue to the business interests of the city. But, such an investment would pay from the start, for this section of the state is ready for a railroad—has been for years—and there is sufficient business in sight now to put the road on a paying basis from the start. With the growth of this section under the impetus of better transportation facilities it would only be a few years until such a road would be taxed to its utmost, to handle the immense amount of tonnage which would be developed.

This is Portland's opportunity. What is needed is that her business men shall come and see for themselves. Once let them get to know this section as they should, and enough money would be subscribed before the party got back to Portland, to give Central Oregon its much needed transportation facilities.

THE DREAD SPINAL MENINGITIS

The illness which caused the death of little Elsie Hardwick is the first known case of the dread spinal meningitis which has occurred in this locality, although there has been an alarming prevalence of the disease in other communities in the state during this Spring. In Portland during the past few months the disease has almost reached the proportions of an epidemic, and a number of deaths have occurred. The death rate in spinal meningitis cases is enormous, the disease completely baffling the medical fraternity, which has been unable to find a cure for it. Although it is now generally believed by physicians that the disease is contagious, the method of the contagion is still a mystery to them. Death usually results in a few hours in spinal meningitis cases, many of the victims dying the same day upon which they are stricken.

In the case at this place, death resulted after three days of suffering from the disease. Those who are familiar with the symptoms of spinal meningitis state that there is no doubt that the death of little Elsie Hardwick was due to that disease. Every precaution has been taken to prevent contagion from this case. No one except members of the family was permitted to attend the funeral, and no visitors were permitted at the house until it had been thoroughly fumigated, which was done on Monday. The case was reported to the county health authorities.

FOR SALE

Full blooded White Leghorn eggs, 75¢ per setting. Leave all orders with Charles Diney. Mrs. M. E. Bradford, Madras, a18f

COW FOR SALE

Fresh milk cow for sale. For particulars inquire of Dave Peck at ranch on Opal Prairie, m2-23

Try our Imperial washing machine, it is the best. McTaggart & By.

RANCH FOR SALE OR TRADE

Good stock farm in Lane and Douglas counties; 100 acres of rich bottom land; good pasture for 100 head cattle; soil rich and productive, requiring no irrigation; finest of water and climate ideal; healthfulness of locality unsurpassed; no insect pests in garden or orchard; fish and game plentiful. A bargain at \$4,000; closest inspection invited. Will either sell, or trade for wheat land in this section. Inquire of John McTaggart or Max Lueddemann, Madras, Oregon.

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TERMS: \$20 to insure mare with foal.

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Grizzly Lake Lumber Co., Lamonta, Oregon

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From Bend to Shaniko and all interior points

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Madras, Oregon Shaniko, Oregon

Stallion for Service

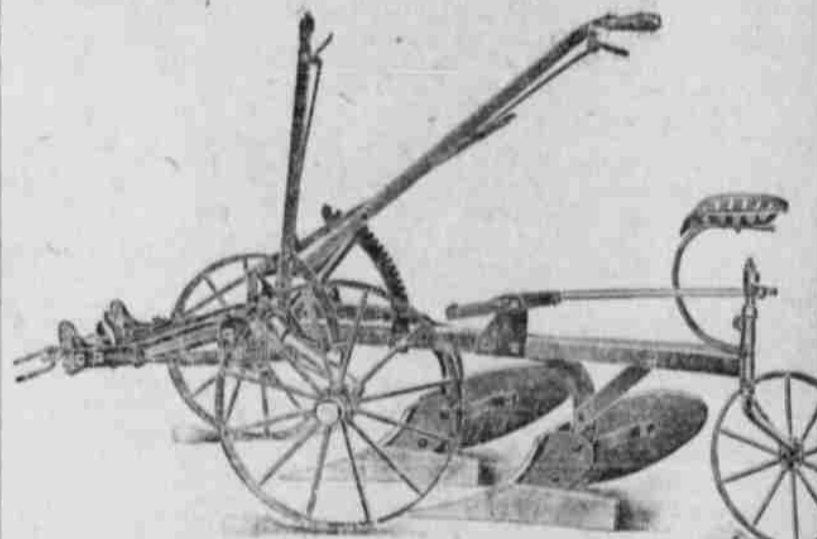
The big Belgian, property of the Haystack Livestock Breeders Association, will be kept at the Leach place, three miles west of Lamonta, during season commencing April 7th. This horse has proven a sure foal-getter and his colts are giving good satisfaction.

Haystack Livestock Breeders Association

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