

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, AUGUST 1, 1907.

NO. 50

New Spring Goods

Now ready for inspection

Our grocery line is complete. Remember we can handle all your stock that is ready for market, at the best prices. Come in and talk to us

LENA M. LAMB,
Madras, Oregon

W. French, Pres. H. A. Moore, Vice-Pres. F. T. Hurlburt, Cashier

EASTERN OREGON BANKING COMPANY

FOREIGN EXCHANGE BOUGHT AND SOLD
DRAFTS ON ALL PARTS OF THE WORLD

Capital Stock, \$25,000
Deposits, \$250,000
SHANIKO, OREGON

A. E. CROSBY

PROPRIETOR

POSTOFFICE PHARMACY

Carries a Complete Line of Drugs, Medicines, Chemicals, Household Remedies, Toilet Supplies and Photo Supplies. Country Mail Orders I give my personal attention. A Graduate in charge. Safe delivery guaranteed. Your prescription promptly supplied and Post Destroyers. Stock Foods and Dips of all kinds. Delivery by Eastern Express. Bath 'Phones. WHOLESALE AND RETAIL.

DALLAS, OREGON

PROFESSIONAL CARDS.

FRANK OSBORN
U. S. COMMISSIONER
Townsite Building
MADRAS OREGON

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

MAX LUEDDEMANN
NOTARY PUBLIC
MADRAS OREGON

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

W. H. SPOOK
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

DR. A. A. BURRIS
MAGNETIC OSTEOPATH
Diseases cured without drugs or surgery
by magnetic osteopathy. Let us show you
of drugless healing. Chronic cases a
specialty. Consultation free.
References given to prominent parties of
Hillsboro, Oregon.
Office in Adams Building
MADRAS, OREGON

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

The First National Bank

OF PRINEVILLE, OREGON

ESTABLISHED 1888
Capital, Surplus and Undivided Profits
\$100,000.00

ROAD TRAIN TO SHANIKO

Plan for Cheaper Freight Rate
From Madras to Railroad

BIG ENGINE WILL HAUL OUT WHEAT

Madras to Be Distributing Center for
Territory Further South—Local
Capital Backs Enterprise

The Eastern Oregon Transportation Company is the name of a new company which is going to give this community and surrounding country better transportation facilities to and from the railroad than it has ever enjoyed heretofore, according to plans which were perfected last week for the establishment of a road train service for hauling heavy freight over the roads between this place and Shaniko. The new company is organized by local men, and is backed by sufficient capital to insure the success of the enterprise, which will be launched with full equipment within the next thirty days.

The equipment for the new transportation company will consist of a large 70 horsepower traction engine and six large wagons built especially for that service. The road train will have a capacity of more than 100,000 pounds of freight, or it will carry 2000 bushels of wheat on each trip. The wagons will be equipped with auxiliary engines to be used in ascending steep grades, and the train will make about two miles an hour on an average. It is planned to operate the train night and day in order to make the trip to and from Shaniko to Madras in about 24 hours each way. The traction engine will be of a late improved pattern, such as is used successfully for freighting purposes in other localities, and both engine and cars are especially fitted for travel over narrow, steep grades. The promoters of the enterprise have carefully investigated all the difficulties to be surmounted on the roads between this place and Shaniko, especially at Cow Canyon where the greatest difficulty was expected, and they are confident that the train can be operated successfully. Some work will be necessary at Cow Canyon, but only at one or two points.

The immense amount of freight hauled into this section annually, together with the large surplus of grain this season to be hauled to the railroad, has attracted capital to the proposition of furnishing transportation to and from Shaniko to this section until a railroad is built. It is proposed to greatly reduce the freight rates to this point, and to make this a distributing point for the country to the south. Although the question of freight rates has not been finally settled, it is safe to say that wheat will be hauled to Shaniko for about 20 cents per bushel, while freight from Shaniko to this point will be hauled for about 35 cents per hundred, a saving of 25 cents per hundred on present rates.

In connection with the transportation the company will build a large warehouse at this

place, and engage in the forwarding of freight for the territory south of this place. It is believed that in this manner a big saving can be made on freight hauled into Central Oregon, as the heaviest portion of the haul is from the foot of Cow Canyon to Shaniko, and that freighters into Central Oregon can haul much cheaper and with more profit to themselves from this point on.

The company has been organized and an order placed for the equipment, and it is expected that the operation of the freight service will begin within thirty days. Lumber has also been ordered for the warehouse, which will be built at once, in order to handle this season's large crop of grain, the surplus of which will have to be marketed at the railroad. The company proposes to make the freight rate so low that the bulk of the grain marketed at the railroad will be carried by them, as they can haul it cheaper than the farmer can afford to haul it himself. Incidentally, the cheaper freighting rate on grain between this place and the railroad will increase the net price on their grain for the many farmers who are expecting to pay not less than 25 cents per bushel for having their grain hauled in. This saving alone will amount to several thousand dollars in the aggregate.

The enterprise of the Eastern Oregon Transportation Company is meeting with and deserves the support and encouragement of the people of this community. It marks a decided improvement in our transportation facilities, and will not only mean an increase of five cents or more per bushel in the net price for the surplus grain crop of this section, but it will mean a saving of a quarter of a cent per pound on all the freight hauled in that way. And in addition, as the road train will haul about 2000 bushels of grain at each load, it affords a means for getting our surplus grain to market promptly.

INSURANCE MONEY PAID

Mrs. Homer Street Receives \$4000
Policy From Bankers' Life

Mrs. H. M. Street has received a draft for \$4000 from the Bankers' Life, to cover insurance carried by her husband, who was drowned in the Matoles River, March 30 of this year. This will be a God-send to the widow and her four children, who were sadly in need of funds. The artisans of this city have also decided to pay Street's insurance.

An investigation of the explosion of dynamite and drowning of Rev. Street was made by Sheriff Elkins and the agent of the Bankers' Life, P. B. Davis, and upon the reports of these gentlemen the order and the company, after mature deliberation, found that white Street's disappearance is a mystery, there was nothing to indicate fraud in the accident, as it happened in the twinkling of an eye and no preparation had been made by him for a prolonged absence from his property; and the draft was accordingly made out and forwarded to Prineville. To the future will be left the discovering of Street's body.—Review.

BUILD IN SIX MONTHS

F. S. Stanley Thinks C. & E.
Will Be Extended Eastward

KRUTTSCHNITT GONE EAST TO REPORT

Short Distance to Build and Light
Cost of Construction Considered
Favorable to Its Selection

That Harriman will construct a railroad into Central Oregon, presumably by an extension of the Corvallis & Eastern, across the Cascades, within six months is the opinion of F. S. Stanley, who has just returned from a trip through the interior of the state with Julius Kruttschnitt, director of maintenance and operation of the Harriman system, says the Journal.

Mr. Stanley was the originator of the idea of taking Mr. Kruttschnitt through Central Oregon and left Thursday with a party of 10, including General Manager O'Brien, R. B. Miller, W. W. Cotton, George Boshcke, J. Edwards and George Stanley.

The local men, according to Mr. Stanley, were much surprised at the growth of the country in the past two years, while Mr. Kruttschnitt was astonished at the development the country had made without means of transportation or other facilities for the growth of its trade and transportation of its products.

Mr. Stanley states that while no direct statement was made by Mr. Kruttschnitt it is his belief that construction on the new line will be begun within six months. The Corvallis & Eastern route will be chosen because of the fact that it is now in operation to the summit of the mountain, the pass across the range is easy and the cost of construction will be not more than one-third of what it would take to build down the Deschutes River, the other route mentioned.

Mr. Stanley states that more than 1,000,000 bushels of wheat will be harvested in the Agency Plains and Haystack country this fall.

Mr. Kruttschnitt left this morning for the East. It is expected that he will make a report to E. H. Harriman concerning his Central Oregon trip, and probably recommend for or against railroad construction into the upper Deschutes country. Mr. Cotton said:

"There is nothing to say about the trip excepting that it was a pleasant one. There is some of the most beautiful country in the world in that region. In valleys here and there Central Oregon is fine. But it is very hard when considered as a railroad building proposition. I am not at liberty to talk about the subject. I have never said anything unfavorable about Central Oregon as a country, and have been incorrectly quoted on that subject by the local press."

CARD OF THANKS

We take this method of offering our sincere thanks and appreciation for the many favors and little acts of kindness bestowed upon our little one during his lingering sickness, and death and burial by our dear friends and neighbors, which we cherish as something dear to our hearts. For the floral tribute at the grave we feel our inability to express our gratitude.

W. E. FULGHAM AND WIFE,
T. A. LONG AND WIFE.

GENTLEMEN

How about your wearing apparel



AN examination of our lines will show you that we have been attentive to your every need. Our elegant line of light and medium weight tailored suits ranging from \$8 to \$20 the suit are the swell togs for Summer and Fall wear. We guarantee the fit, quality and finish of these garments. Besides we have the shoes, hats, shirts, ties, gloves, hosiery, collars, cuffs and handkerchiefs, as well as the finest line of men's underwear in Central Oregon. The prices will please you and the goods are of high quality. We have not overlooked the man who works. At the People's Big Store he will find a large stock of substantial and comfortable garments and shoes that will stand the strain and wear, and at the same time so moderate in price that he cannot afford to do without them. We can supply your wants.



J. W. & M. A. ROBINSON & COMPANY