

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, AUGUST 29, 1907.

NO. 2

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

STOFFICE PHARMACY

Carries a Complete Line of Drugs, Medicines, Chemicals, Household Remedies, Toilet Articles and Photo Supplies. Country Mail Orders I give my personal attention. A Graduate in Pharmacy. Safe delivery guaranteed. Your prescription carefully. Strychnine and Post Postroyers. Stock Foods and Dips of all kinds. For Eastman Kodaks. Both Phones. WHOLESALE AND RETAIL.

MALES, OREGON

BEAUTIFUL MONOGRAM DINNER SET of 42 Pieces

TO EACH OF OUR CUSTOMERS

This is, without doubt, the finest offer ever made to our many patrons, and we know that it will be appreciated as the most sensible and most useful premium ever placed by any firm. This opportunity to secure so beautiful a set on our popular plan does not come very often, so we suggest to you that you avail yourself of this opportunity to secure a set while they last, and we will have enough to supply every family. We extend our most welcome invitation to every man, woman and child to come to our store immediately and see the sets on display. Monogram Dinner Sets are all the rage, so come and see them; choose your design and learn how to secure a set containing 42 pieces.

W. & M. A. ROBINSON & COMPANY

HARRIMAN TO SEE TERRITORY

Coming North From Klamath County In Automobile to Shaniko This Week

WILL LOOK AT CENTRAL OREGON FOR HIMSELF

Railroad Magnate's Interest In Long Neglected Region Said to Portend Construction of Railroad—People Confident That Trip Will Favorably Impress Visitor

By means of four large automobiles from a Portland garage, E. H. Harriman, wizard of the "Pacifc," will explore interior Oregon. Accompanied by J. P. O'Brien, manager of the Harriman interests in the Pacific Northwest, and his hunting party at Pelican Bay, the Union Pacific magnate will personally inspect Central Oregon and see what inducements it offers for railroad building, says the Oregonian of Monday.

Never before has Mr. Harriman lingered in Oregon longer than was necessary. He has been whirled through the state in his private car many times. But his stay has been short and his interest in the state apparently small. That he will travel through the interior of the state and brave the discomforts of midsummer to look over the territory is taken as an indication that Mr. Harriman is beginning to take considerable interest in this section and that he plans to push the construction of his projected roads in the interior is apparently indicated by his trip.

General Manager O'Brien left Portland last night at 11 o'clock in a special train for Shaniko. In addition to his private car, "Oregon," the train consisted of three freight cars carrying four automobiles.

Chauffeurs to drive the cars accompanied Mr. O'Brien.

Upon arrival at Shaniko this morning, the automobiles will be taken from the cars and the 250-mile run to Pelican Bay begun. It is expected that Mr. Harriman and his party may drive north from the Klamath country, particularly if they visit Crater Lake, meeting Mr. O'Brien and his four automobiles some distance north of the Harriman Lodge at Pelican Bay. This is not definitely settled, so far as known and it is understood Mr. O'Brien will drive his cavalcade of automobiles south until he meets his chief. Possibly Mr. Harriman will come to meet Mr. O'Brien as far north as Odell, which is on the survey of the Oregon Eastern, the Harriman line across the state from Natron to Vale, but this is unlikely. The magnate will probably await the arrival of the automobiles before coming very far north from the Pelican Bay lodge.

It is probable that a detour will be made by the party up the eastern slope of the Cascades by the wagon road crossing the range south of Diamond Lake, for it is in this vicinity that the Oregon Eastern is projected across the Cascades.

But the country from the headwaters of the Deschutes River to its confluence with the Columbia is believed to be most interesting to Mr. Harriman just now. He will undoubtedly show the most interest on the trip north from Odell. There the road runs for 100 miles through broad, seemingly endless plains, where the bunchgrass is thick and where wheat fields wide as the horizon will replace the present waste just as soon as a railroad makes farming profitable in that isolated region.

The irrigated districts along the Deschutes will unquestionably be visited and the wonders being worked by turning water on the thirsty soil are expected to impress Mr. Harriman most favorably. He will mark out with his eye desirable routes for a railway into that country and, knowing as he does the advantages of low gradients in the modern traffic world, he is expected to approve the projects of engineers for a road up the Deschutes from its mouth.

The trip south from Shaniko with the practically empty automobiles is expected to take about two days, while the run back to Shaniko will probably take three. By the end of the week the party will return to the railroad and will probably come to Portland in Mr. O'Brien's car. The special train will wait at Shaniko until Mr. Harriman's arrival.

This purpose of Mr. Harriman to go over the territory to be served by a road up the

Deschutes is looked upon as hastening the construction of such a line into Eastern Oregon. It is regarded as the most significant move by the Harriman interests in that territory for years. It is argued that Traffic Director Kruttschnitt's somewhat similar trip into that country a few weeks ago to spy out the land must have resulted in a favorable report to Mr. Harriman, who is now apparently determined to see for himself what opportunities for railroad development exist there. As that vast, fertile prairie lying east of the Cascade needs but to be inspected for all who see it to comprehend the possibilities for great agricultural development, it is expected that Mr. Harriman cannot fail to be impressed with its future.

Members of the Harriman party who will make the trip in the automobiles now on their way to meet them are: E. H. Harriman, his two sons, Edward Roland, aged 11, and W. A., aged 15, J. A. Taylor, Dr. W. G. Lyle and W. O. Hill all of New York. Colonel William H. Holabird, of Los Angeles, is with the party and it is expected that besides General Manager O'Brien, attorneys and others in the Harriman pay in the interior who are familiar with the local situation there, will be picked up and carried along so that they may give the railroad magnate whatever information he desires.

Probably the trip just mapped out by Mr. Harriman is the most satisfactory thing he could do if he had consulted the wishes of Oregon people. Confidence is felt that if he but sees the country, he will be entirely satisfied that a line into the interior will pay from the day it commences operation. In the Agency Plains district now far from a railroad, Mr. Harriman will see threshers at work gathering 1,000,000 bushels of wheat. That this section will become practically one vast wheatfield with the completion of a railroad will be apparent.

Mr. Harriman will find thriving towns along his route where children, grown almost to maturity, have never seen a railroad train. He will find settlers flocking into the country, eager to till the fertile soil and waiting only for the encouragement offered by a means of marketing their products, to make a veritable garden of the greatest undeveloped section of the whole United States.

When Mr. O'Brien left Portland last night he was poring over a map of the state to find his way from Shaniko due south to the Klamath country. From Shaniko to Prineville, it is said, the roads promise the roughest traveling, but from Prineville south the route is a level prairie road where fast time can be made. If no mishaps occur, Mr. Harriman should be in Portland by the last of the present week and it is believed he will have developed considerable enthusiasm over at least one portion of the state he has long neglected.

The report came in last night from W. A. Lee's place, where threshing is in progress, that his barley field yielded 60 bushels to the acre. This is the best yield so far reported, although the barley crop this season is an enormous

BEAT DOWN BY HAIL

Umatilla County Farmers Suffer Damage to Crops

CLOUDBURSTS FOLLOW HAIL STORM

Rich Alfalfa Fields Devastated—Hail Stones Two Inches Long Cover Ground Several Inches Deep

What is described as the hardest hail storm that ever occurred in Oregon struck simultaneously in two sections of Umatilla County last Saturday afternoon, devastating grain fields and causing damage which will amount up into the thousands. The hailstorm was followed by a cloud burst which turned dry gulches into raging torrents, and did heavy damage to everything in its path. Hundreds of acres of fine wheat were beaten into the ground, until it is impossible to tell the threshed from the unthreshed portions of the field. Bridges, chicken houses, farm machinery and small livestock were washed away by the flood, and many acres of alfalfa hay in the lowlands were destroyed.

The hail storm came on so suddenly that it caught the harvest crews in the fields, and there was not even time to unhitch the teams, and as a consequence several disastrous runaways were reported. The storm first struck the wheat belt at the Umatilla River about 15 miles east of Pendleton, and from there swept northward for a distance of ten miles, the path of the storm being three quarters of a mile wide. The storm only lasted about ten minutes, but so fierce was the downpour of hail stones that in that short time the ground was covered to a depth of three or four inches. Many of the hailstones were two inches in length, and orchards in the path of the storm were stripped of their leaves and fruit. At Athena the dam forming the reservoir from which the city's water supply came was swept out, and that town is threatened with a water famine. In the Athena neighborhood the threshing was well over, and least damage was done to grain crops, but where the storm first struck, harvesting had just begun.

The Cunningham Sheep & Land Company, of which J. N. Burges and J. M. Keeny, well known in this section, are the principal owners, was heavily damaged, from fifty to one hundred acres of alfalfa having been completely destroyed on their ranches.

JOHN A. ISHAM IS DEAD

Just as we go to press a message is received saying that John A. Isham, one of the pioneer citizens of this section of the county, died at Eugene last night at 7:30 o'clock, and that the burial was held at that place today. Mr. Isham has been in very poor health for a year past, and the news of his death was not unexpected.

William Holder has launched a new paper, the Silver Lake Leader, at Silver Lake, for the purpose, it is said, of fighting the liquor interests. Mr. Holder is an old newspaper man, having owned at various times newspapers at Moro, Shaniko, Prineville and Paisley, but this is his first venture under