

The Madras Pioneer

VOL IV

MADRAS, CROOK COUNTY, OREGON, THURSDAY, OCTOBER 10, 1907.

NO. 8

WE WILL TAKE WHEAT

IN TRADE AT 50 CENTS PER BUSHEL

Parties knowing themselves indebted will please bring wheat, or settle with cash. Prices are greatly reduced, as we are planning to

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Carries a complete line of Drugs, Medicines, Chemicals, Household Remedies, Sundries and Photo Supplies. Country Mail Orders given my personal attention. A Graduate in charge. Safe delivery guaranteed. Your prescription filled promptly. Strychnine and Pest Destroyers, Stock Foods and Dips of all kinds, and Eastman Kodaks. Both Phones. WHOLESALE AND RETAIL.

DALLES.

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.

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All kinds of Dental Work at reasonable prices.
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THE DALLES

OREGON

THE HARRIMAN METHOD

Plans to Block Railroad Building In Oregon

SENDS SURVEYING CREWS INTO FIELD

Attempts To Block Rock Island Road of Which Mt. Hood Line May Be a Link

That the Mt. Hood Railway & Power Company's electric line is to be the western link in the Rock Island System, giving that road entrance to Portland and making the Rose City its western terminus, now seems probable. This is indicated by recent developments in Western Colorado and Eastern Utah, where Gould and Harriman are both working to tap that territory. For once they seem united in the purpose of blocking the Moffat road, which is the link between Denver and Salt Lake City in the Rock Island's transcontinental scheme, says the Oregonian.

The territory is not unlike the Central Oregon country in that it is said to be one of the largest fertile sections of the county without railroads. Next to Central Oregon it is believed to be the largest fertile territory in the United States so neglected. The Moffat road follows a much straighter course between Salt Lake and Denver than the two roads it will compete with. It has about half the mileage of the other roads between the same points. Of no less interest than the apparent determination of Har-

riman and Gould to protect themselves in Western Colorado and Eastern Utah is the recent despatching of surveying crews to Central Oregon by the Oregon Short Line. During the last few days at least three surveying crews have been sent away with the evident purpose of mapping out the probable routes into Southeastern Oregon of the Moffat line and of holding the passes, thus keeping the interlopers away. The Harriman roads have practiced such methods so long and so successfully that they are confident they can make them again succeed.

Harriman has almost every other entrance to the interior of this state well bottled up. The passes along the Cascade mountains are taken. Points of vantage from the Columbia river south are taken with the exception of the Deschutes valley and the Harriman interests are now fighting for that. On the eastern side of the state surveys and short occupation roads hold every approach to the isolated interior. On the south Harriman holds the approach by way of the Klamath county. Only on the southeast is the door unlocked. Here there is room for more railroads.

To shut these gateways is the evident intention and purpose in sending surveyors there. More railroads, incorporated by the Harriman interests and destined never to be built, and more rights of way secured less another line may get them, will shortly, no doubt, be the developments in Harriman's campaign to complete his fence around this state.

FROM COUNTY EXCHANGES

Fred A. Rice has returned from a trip to the Fremont forest reserve beyond Bend. A part of this reserve was thrown open to settlement on September 23. Mr. Rice says that there is some fine timber in the lot thrown open to entry but there are more people on the ground than will get claims. On two desirable claims in the vicinity of Bend, there were 17 tents on the morning of the 28th, all occupied by prospective settlers.—Journal.

W. J. Wright, a prominent farmer of Lamona, was in the city Monday. Mr. Wright reports threshing a little more than half completed in the vicinity of his place. The yield is better in most places than was hoped for and the grain is of the best quality. Mr. Wright threshed about 3200 bushels of wheat and barley on his ranch.—Journal.

J. H. Gray, of the Bonneyview farm, reports the sale of 150 head of two-year old steers to W. W. Brown as soon as the alfalfa meadows are open. The price paid was 3 1/2 cents per pound on foot. The steers will average 950 pounds or better. This is the record price for animals of this kind, and shows the superiority of blooded stock over the common cow.—Journal.

A. C. Sanford was elected a director for Madras school district, to succeed the late John A. Isham, at a meeting held at the schoolhouse last Saturday afternoon. Mr. Sanford has had considerable experience as a school director, and he has a deep interest in the success of the Madras school, so that in filling the vacancy he was the unanimous choice of the meeting.

Isom Cleek of Prineville was in town yesterday. This was Mr. Cleek's first visit to the Madras country in six years, during which time there have been many changes. Mr. Cleek says that they are looking forward to a very successful fair and race meeting at Prineville from the 24th to the 29th of this month.

Miss Myrthena Taylor of Albany, a sister of Miss Effie Taylor of this place, arrived here last week, and on Monday took up her duties as teacher in the Horney school district, for which she has been engaged for the ensuing term. Miss Taylor will make her home with the family of Mr. J. H. Horney.

DRILLING ANOTHER WELL

Began Work Monday for N. H. Pinkerton

CONTRACTS FOR WATER OR NO PAY

Water Expected At 400 Feet—The Dalles Contractors Have Jobs Sure of Water

Drilling on a new deep well for Agency Plains began last Monday morning at the ranch of N. H. Pinkerton, three miles from Madras, the drilling being done by Bennett & Pembroke of The Dalles. They have no limit as to depth, but have a contract to get water, and as their drill has a capacity of 2000 feet in depth, there is no doubt that this contract means a new well for Agency Plains.

Mr. Pinkerton's contract with the drillers calls for a good, permanent supply of water in the well, and he agrees to pay \$2 per foot for the well when water is secured, no matter what the distance. If water is not found he has nothing to pay, excepting the fuel for operating the drill, which he furnishes. It is expected, however, that water will be found at a depth of about 400 feet, as Mr. Pinkerton's place is on about the same level on the plains as the Magill ranch, where water was found at 370 feet. Should water be found at a reasonable depth for Mr. Pinkerton, it will further stimulate well-drilling on the plains, and water hauling will soon be a thing of the past for that district.

MAKES A SECOND START

Traction Engine Leaves Shaniko To Try New Grade

The big traction engine and cars which are to haul freight and grain between this place and the railroad at Shaniko left the latter place this morning on its second trial trip out. On its first trip, two weeks ago, it met with disaster in Cow Canyon on account of the narrow grades, and was compelled to turn back after getting half way down the canyon, to await the necessary widening of the grades at one or two points in the canyon. During the past 10 days a force of nearly a score of men and 10 or 12 teams have been grading up and widening the road down Cow Canyon, and it is now said to be in first-class condition for the big engine and cars. Work is also being done on the road this side of the Lyle & Brown gap, which was the only other point where any trouble was anticipated. It is expected now that the engine will encounter no further difficulty in making the trip out, and it is expected to arrive here tomorrow afternoon or evening.

Mr. A. Thomson, promoter of the enterprise, was in town yesterday and said that they were confident the engine would be here tomorrow evening, but that owing to the disappointments they had had in the past, he would not promise it.

Later: Word comes that the road train has reached the top of Cow Canyon, and tomorrow (Friday) will start down the new grade, expecting to reach Madras in the afternoon.

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