

SUBSCRIPTION RATES:
One year.....\$1.50
Six months......85
Three months......50

ADVERTISING RATES ON APPLICATION

Entered as second class matter August 29, 1904, at the Postoffice at Madras, Ore., under the Act of Congress of March 3, 1879.

THURSDAY JUNE 25, 1908

ONLY A MATTER OF DRILLING

We are printing this week a news item telling of a lucky rancher who drilled for water and found it, this time at 71 feet. These items are becoming of more frequent recurrence, and the opinion is becoming pretty well fixed, that the question of getting water in this country is only a matter of drilling. Up until quite recently it was the common opinion that with the exception of a few favored spots such as the Willow Creek flat where Madras is located and little strips at Haystack and Culver, water could not be had except at great depth, possibly at the level of the Deschutes River. That theory is exploded. In the Fisherville neighborhood there are two good wells with water at a depth of about 100 feet. There are several wells on Agency Plains, one with water at 104 feet and the other over 300 feet, and in the country south of us numerous wells are being drilled, with varying depths.

Within the next year or so wells will be drilled and water will be found all through the district. Ranchers cannot afford to spend their time hauling, if they can drill and get water at a reasonable distance. Mr. Banta's case is one in point. He has been hauling water for 11 years at a cost of not less than \$200 a year, when he had water within 70 feet of him, and which he secured at a cost of less than one year's expense of hauling.

Much favorable comment is heard on the addition of the 9th and 10th grades to the Madras school, and present indications are that a large class will be present this Fall when school opens, to take the work in the higher grades. Madras is centrally located in the most populous section of the county and many pupils will take advantage of the opportunity to take the higher grades at Madras, who could not or would not have been able to go to the county high school at Prineville. Since the higher grades are to be added, the next matter of importance is to secure the services of a good teacher, thoroughly competent to teach the higher grades. The Madras school should be made to rank with the best in the county.

Over at Prineville the saloons are said to be running bargain and remnant counters during these last days of their career in Crook county, in their efforts to get rid of their stocks of wet goods left on hand. This offers an exceptional opportunity for some of the more apprehensive, to lay in a good supply of "moisture," in anticipation of the long "dry" spell that is to follow.

The Wall Street Journal tells us that unless signs fail generally this year will be the highest in a series of six in the value of farm products—though not in the bulk. James J. Hill, of the Great Northern road, contributes his quantum to the forecast by saying, "There will be no car shortage next Fall because there will be no long crop.—Oregonian.

WILL BUILD RAILROAD INTO CROOK COUNTY

Plan Being Formed To Extend Columbia Southern At Once

TIRED OF WAITING FOR HARRIMAN TO GIVE RELIEF

Crook County Capital Will Build Road--Portland Merchants Ready To Co-Operate In Move For Line Into Central Oregon.

"A company to build a line of railroad from Shaniko to Prineville and Bend has been formed by Eastern Oregon men under the name of the Central Oregon Railroad Company, with capital stock of \$50,000. The incorporators are Alfred F. Biles, F. S. Stanley, Jesse Stearns and Roscoe Howard.

Incorporators of the company say the project is not speculative in any sense, nor is it the beginning of any great railroad system, but merely the attempt by the people of Eastern Oregon to secure an outlet for their products. The present cumbersome method of hauling freight by wagons in the interior of the state is recognized by the promoters of the new line as being expensive and unsatisfactory, and it is the hope of the incorporators of the new line to improve the transportation facilities by the construction of a railroad. It cannot be said yet just when work on the projected road will be started."

The above news item in Portland Sunday papers has aroused much interest throughout this section. The incorporators named are owners and officials of the Deschutes irrigation project, and it has been known for some time that this company was working upon a plan to secure rail transportation for this section of the state, where they have several million dollars invested in a large irrigation project. That their plans are taking definite form is indicated by the announcement of the incorporation of the Central Oregon Railroad Company.

For the past 10 years or more Central Oregon has been waiting for Harriman's promised railroad extension into this section of the state. At the beginning of that period the prospects appeared as bright, from that source, as they do now, and although the central portion of the state has been gridironed with surveys, from North to South and East to West, not one dollar has ever been spent in actual construction work. The people of Central Oregon have grown tired of waiting, and some of the heavy investors in enterprises in this county have determined to secure the co-operation of the business men and settlers in the Madras, Bend and Prineville districts, and build a line which will provide the county with adequate transportation facilities. In this plan they have been assured of the hearty co-operation of the business men of Portland, who are fully alive to the great possibilities for trade to be developed in the 60,000 square miles of territory in Central Oregon.

In addition to this, the railroad activity in the extreme southern portion of the state, with lines extending North from California, threatens in time to divert to San Francisco the great volume of Central Oregon trade which rightfully belongs to Portland, for which reason the co-operation of Portland mer-

chants may be depended upon in the construction of a line which will forever insure to Portland commercial supremacy in Central Oregon.

The full details of the plan have not yet been made public. This much is definitely decided upon, that the Columbia Southern railroad will be extended from Shaniko to Madras, then on to Bend and Prineville. The people of Crook county will be asked to subscribe to stock and bonds of the company, payment to be made in money, labor, materials or supplies. In this manner a heavy subscription would be possible in this county. These subscriptions will not be in any sense a donation, for preferred stock bearing 7 per cent interest will be given for all subscriptions in this county.

The people of Crook county have an opportunity to secure the long-wished-for railroad, and every citizen of the county who is interested in the solution of our transportation problem should respond very heartily to any call made for assistance and co-operation in building a line into this section. No other section of the county would receive such immediate and tangible benefits from railroad transportation, for in a wheat district such as this is, rail transportation is of first importance to the success of the district. The Madras country produced last season approximately a million bushels of grain, and the saving in transportation charges on that alone would have been the difference between the cost of rail transportation between this place and Shaniko and the 25 cents per bushel which was paid for hauling it by teams. While all the grain was not sent to Shaniko, the net price at that market controlled the price in the local market, so that the heavy transportation charge affected the price on the entire crop. A conservative estimate of the cost of rail transportation between this place and Shaniko would be 10 cents per bushel, so that a saving of at least 15 cents per bushel would have been effected by a railroad last year, and that would have meant a saving of \$150,000 to this section on the wheat crop alone. With a railroad into this section the area under cultivation and the amount of grain produced would be tripled.

Another phase of the question which should not be overlooked is that only in extraordinary years such as the last was, when the price of grain is high because of the shortage in the world's markets, would grain stand the enormous transportation charge which was paid last year. With wheat prices as high as they were last year, it is possible to pay the high transportation charges for haul-

ing wheat 45 miles to the Shaniko market, but in ordinary years, upon which basis the calculations of the district must be based, this cost would be prohibitive, and the producers of this district would be forced to depend entirely upon the local market.

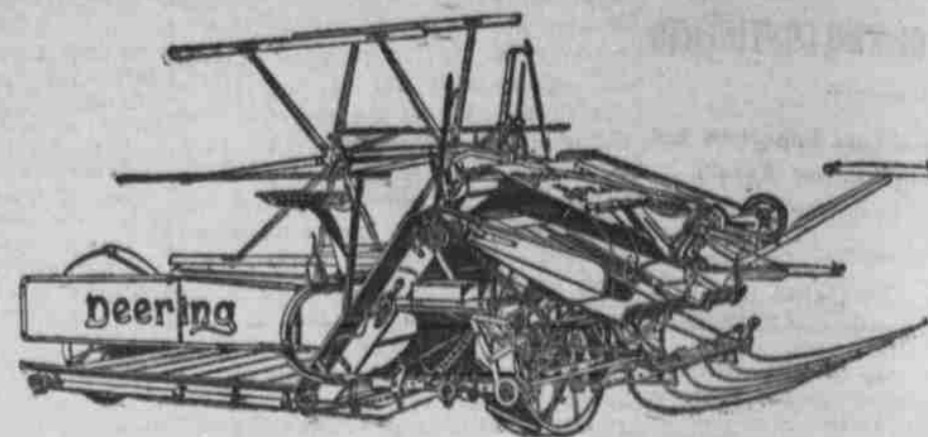
A meeting of business men from different sections of the county was held at Prineville last Thursday. There were present T. M. Baldwin, W. A. Booth, C. W. Elkins, W. F. King, Frank Forest, G. M. Cornett, D. F. Stewart, John Steidl, Roscoe Howard, C. M. Redfield, L. Enderud, A. C. Sanford, Geo. O'Neil and C. N. Ehret, and after Messrs. Redfield and Howard had submitted financial and engineering data, the general plan for the extension of the Columbia Southern railroad was approved. The Central Oregon Railroad Committee was formed with T. M. Baldwin of the First National bank of Prineville as chairman and C. W. Elkins as secretary. Another meeting of the committee will be held at Prineville today when a definite plan will be decided upon for securing the subscriptions to the bonds and stock of the company. The details of this plan and other information regarding the general plan for the construction of the road, will be given to the public in order that they may keep in touch with the progress of the project.

Next Wednesday the long "drouth" begins in Crook county, and the indications are that it will be so long a dry spell that it will set the "oldest settlers" to thinking, in their search for a parallel. Some philanthropic, would-be Hatfield, with his prescription counter, may cause an occasional small cloud to appear in the prohibition sky, but the law and order league promises to see that even those philanthropic intentions are barren of results.

Calvin Morris of Paulina, has been indicted by the federal court for improper use of the mails. On last St. Valentine's day he sent a comic valentine to a Miss Mosier of Paulina, inscribing a few words of his own upon the card. Miss Mosier's risibilities did not respond to the words written upon the card, and she reported the matter to the postal inspectors. The grand jury recently in session investigated the matter and returned an indictment against Morris.

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ONE WEEK ONLY

Beginning Monday, June 29

- 1 lb. tin Oysters - 10c
- 3 cans Economy Cream - 25c
- 1 pkg. Corn Starch - 10c
- 1 pkg. Liberty Gloss Starch - 10c
- 1 pkg. Celluloid " - 10c
- 3 pkg. Elastic " - 25c
- 3 cans Concentrated Lye - 25c
- 3 lb. Sal Soda - 10c

Madras Trading Co.

C. E. ROUSH,

MANAGER