

The Madras Pioneer

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CONFIDENCE RESTORED

Business and industrial interests throughout the country are already showing the effect of the restoration of confidence following the election of William H. Taft to the Presidency, and from all sections of the United States come reports of renewed activity in every branch of industry and business. Mills and factories which have been closed up or have been working half time with reduced forces, have given orders to go ahead with full force and on full time; great enterprises involving the expenditure of millions of dollars, and which have been waiting on the result of the election, have been given the word to "get busy;" and the daily dispatches are filled with the details of a great revival of business in every quarter. This is the glad news which follows closely upon the heels of the great victory just won by the Republican party.

The New York World, in an exhaustive review of the revival of business throughout the country, says that one million laboring men are marching forward to re-opened factories, to busy whirling looms and spindles, and to railroads and other branches. It then prints dispatches from all industrial centres of the United States, showing unusual activity, and quotes bankers and business men as predicting the greatest era of prosperity the country has experienced for years.

The country has fully recovered from the panic of last Fall, although that recovery has been delayed by the uncertainty of the result of the election, and the distrust of radical changes in economic conditions which might have followed Bryan's election. With the Republican victory, this distrust has been replaced by confidence, and business throughout the country feels its influence.

The restoration of confidence and the return of prosperity is a happy sign to Central Oregon, with its hopes of a railroad. The railroads are the first to feel the effects of hard times, and few miles of new road are ever built under conditions such as have existed since last Fall. But, with the revival of business throughout the country the railroads will be prosperous, and our hopes for the early construction of a railroad into this section will take on new life.

A PLEASING INNOVATION

For the first time in a good many years a County Judge has paid an official visit to this end of the county, and the interest displayed cannot but be pleasing to the residents of a district so long neglected. This section has a right to expect to be treated as a part of Crook county, although long neglect had almost weaned it from that idea. None the less pleasing, however, is the innovation inaugurated by the new county board in making a trip through this section for the purpose of getting better acquainted. Much benefit will result from a closer acquaintance of county officials with all sections of the county.

FROM AN OPTIMIST

It is said that fully 50 engi-

neers, surveyors, cooks, stake drivers, chain carriers, laborers and more engineers are pawing up the earth along the Deschutes river, all building railways into Central Oregon, some for Hill, some for Harriman, some for Gould, some for Vanderbilt and some for themselves. And the end is not yet, but no rails have been laid up to date on either side, over or under the river. But wait. And then after a few years take a half hitch in your gait and wait some more!—The Dalles Optimist.

Mr. James J. Hill did not say at the banquet tendered him in Portland that he was going to build a line into Central Oregon as a feeder for his North Bank road, but he also did not say that he was not going to, and so we will go on hoping and believing that he is backing the Oregon Trunk Line project. An investigation of the personnel of the Oregon Trunk Line official register makes it look very much as though Mr. Hill were guilty of conspiring to invade the Harriman domain; and the very best that he can hope to get is a Scotch verdict of "not proven."

Bryan has had a great deal to do with the revival of business and industry throughout the nation. It was his defeat which brought it about, by restoring confidence, and he should not fail to claim full credit for it.

WILL RESUME DRILLING FOR OIL AT ONCE

New Driller Arrives And Machinery Is Being Put In Place At Grizzly Mountain.

E. L. Bloomfield, the new driller employed by the Madras Oil & Gas Co., arrived the last of the week, and is now getting the machinery in place to begin drilling at once. Mr. Bloomfield has the reputation of being an expert driller, with a thorough knowledge of the business of sinking oil wells, and he will have charge of the work of prospecting for oil undertaken by the Madras Oil & Gas Company.

The well which the company is sinking on the West slope of Grizzly mountain is only down 100 feet. Drilling will be resumed at this well as soon as the machinery can be put in place, and it is the intention of the company to prosecute the work vigorously until that point has been thoroughly prospected. The new Standard drill which they have recently purchased has a capacity of 3000 feet, and it is announced that the company expects to sink to that depth if oil is not found earlier.

There has been some delay in the operations of the company, due to the fact that the first drilling outfit with which they began was too light for the work, and drilling has been suspended for several months, while new machinery was being gotten.

PLENTY WATER AT ONE HUNDRED FEET

Ivan Hale has just finished drilling a well for Mrs. D. W. Adams, at her homestead South of Madras, and he found an abundance of good water at a depth of 100 feet. Most of the drilling was through hard rock, but at a depth of about 90 feet the drill broke through the rock into a bed of gravel and water began to come in. The well was sunk 10 feet deeper, and there is now a fine supply of water for all purposes. The well was sunk on the hillside, just back of Mrs. Adams' dwelling house.

HARRIMAN TO BUILD UP DESCHUTES TO MADRAS

General Manager O'Brien Made An Announcement To That Effect Monday

WORK ON LINE TO BEGIN JANUARY 1, 1909

Deschutes Route Will Be Chosen For Harriman Line Into Central Oregon—Madras To Be Terminus For New Road.

Estimates and recommendations favoring the Deschutes route for the Southern Pacific's new Central Oregon line will be forwarded to Mr. Harriman by General Manager O'Brien within the next two weeks, says Monday's Portland Journal. Mr. O'Brien stated this morning that he would be disappointed if dirt were not flying on the line between the mouth of the Deschutes and Madras by the first of January.

Surveying crews are still out in the Central Oregon field running lines for Harriman but the surveys for that part of the route between the mouth of the Deschutes and Madras have been completed and the computers in Chief Engineer Bosche's office are now figuring on the comparative cost of the Deschutes route, with that going South from the terminus of the Columbia Southern at Shaniko. The estimates will be a strong feature in favor of the Deschutes route.

"I expect to have the reports on the route ready to submit to Mr. Harriman within two weeks," said Mr. O'Brien this morning. "We are hurrying them as fast as possible so that we can get to work. I presume the reports will be acted upon without delay in New York and that the Deschutes route will be approved there. If that is done we will begin work at once and dirt should be flying all along the line by the first of January."

The probable choice of the Deschutes route for the Central Oregon line will be hailed with delight by the great majority of people in the vast section of the state now without railroad communication. It is generally regarded as being the most feasible path into the central

part of the state, the easiest to build, and the one giving the least difficulties in the way of heavy grades to overcome.

Surveyors for the Oregon Trunk Line, generally believed to be a Hill enterprise, have been working along the same route and although they secured a government grant for much of the way through which the Deschutes canyon cuts, they have stated that they would not attempt to keep the Harriman line out of the Deschutes canyon should they also decide to take that route.

In view of the fact that Mr. Hill is believed to be interested in the Central Oregon country, the fact that Judge C. H. Carey, attorney for the Hill lines here, and C. E. S. Wood, who has represented Mr. Hill personally in several important legal matters in the Northwest, recently returned from an extended trip into Central Oregon, which they made together, is significant. While Mr. Hill was in the city last week he declined to discuss the proposition of a Central Oregon line, saying that if he planned one he would not make it public until it was in such shape that it could be done without injuring his plans.

Plans for the Harriman line South of Madras are as yet problematical, according to Mr. O'Brien. He said this morning that he had selected Madras as the present terminal of the line from the mouth of the Deschutes, so that he would have one section ready for approval by Mr. Harriman and could begin work on it without delay. As soon as the Deschutes-Madras line is approved, however, work on estimates for the line from Madras South to connect with the Klamath line which is now being built, will begin.

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