

The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, DECEMBER 31, 1908.

NO. 20

Green Hotel

NOW UNDER NEW MANAGEMENT

House has been thoroughly renovated. No better table in Central Oregon for the money. Your wants will be courteously attended to. Headquarters for traveling men.

First-class Livery in Connection

J. W. LIVINGSTON, Proprietor

MADRAS, OREGON

Madras Harness Shop

E. M. DAVIS, Prop.

LOCATED IN POSTOFFICE BUILDING

Just received a full line of Horse Blankets, Collars, Buggy Whips, Collar Pads, Whip Stocks and Lashes, Spurs and bits.

Horse Furnishing Goods Always Kept In Stock

Repairing Neatly Done Prices Are Lowest

Give Me A Trial

A. E. CROSBY

PROPRIETOR

POSTOFFICE PHARMACY

Carries a Complete Line of Drugs, Medicines, Chemicals, Household Remedies, Brackets, Sundries and Photo Supplies. Country Mail Orders I give my personal attention. A Graduate in charge. Safe delivery guaranteed. Your prescription by mail. Strychnine and Pest Destroyers. Stock Foods and Dips of all kinds. Agency for Eastman Kodaks. Both Phones. WHOLESALE AND RETAIL.

DALLES,

OREGON



MADRAS MEAT MARKET

JAMES W. HURT, PROPRIETOR

FRESH AND CURED MEATS

Fish, Vegetables and Country Produce

MADRAS,

OREGON

AT ROBINSON'S BIG STORE

BARGAINS BARGAINS BARGAINS

ANNUAL CLEARANCE SALE

Preparatory To Taking Stock

For the next 15 days, commencing Thursday, December 31, we will offer at exceptional bargains a lot of staple merchandise to clean up at 10 to 25 per cent off. This includes Dry Goods, Shoes, Dishes, Hats, Caps, Notions, Etc., Etc., Etc.

All Misses' Coats At Prices That Will Sell Them

J. C. & M. A. ROBINSON

GENERAL MERCHANTS

MADRAS, OREGON

A. M. WILLIAMS & CO.

DEALERS IN

Dry Goods, Clothing,

Furnishing Goods

BOOTS AND SHOES
HATS AND CAPS

THE DALLES

OREGON

List your property

WITH ME

I have more buyers than I have land for sale

Ora Van Tassel

LAND AGENT

MADRAS, OREGON

T. B. TUCKER

Horseshoeing and General Blacksmithing

WAGON AND PLOW WORK

First-Class Work Guaranteed
Located in the old Brooks shop
MADRAS, OREGON

Blankets & Robes

NEW STOCK

Fine stock of Harness, Collars, Bridles, Halters, Whips and other articles kept in a first-class Harness Shop

DURABLE LINE OF SHOES

Wheat Taken In Trade

B. S. LARKIN

MADRAS, ORE.

FURNITURE & UNDER TAKING SUPPLIES

LOUCKS BROS
MADRAS, OREGON

The Pioneer gives you the home and county news and keeps you in touch with your surroundings. Subscribe for it. Price \$1.50 per year.

RAILROADS FORESEE NEW TRAFFIC ERA

Panama Canal Prime Factor In Change

HARRIMAN TERRITORY INVADDED BY J. J. HILL

Hill Will Reach For California Traffic Through Deschutes Canyon--

He Also Predicts Lively Railroad War.

The purchase by the Hill lines of the Colorado & Southern Railroad, recently announced in press dispatches, indicates preparation for the revolution in traffic conditions which will be wrought when the Panama Canal is completed.

When the canal is finished, there will be an immense diversion of traffic from rail to water. Bulky, low-class freight originating near the Atlantic and destined for the Pacific Coast, will be hauled to the Atlantic seaboard and thence go by steamer down the coast, across the Caribbean Sea, through the canal and up the Pacific Coast to the various ports, where it will be transferred to cars to be hauled to its destination a few hundred miles in the interior.

Similar freight from the Middle West will be hauled South to the Gulf ports, there to be transferred to steamers for transit through the canal. In short, the time of transit between the two coasts will be so shortened that vast quantities of commodities which are now carried by rail, merely to save the time of transit around the Horn, will be carried by sea.

The railroads will be mainly used to carry freight to the steamer lines. The days of transcontinental freight traffic will end, except for express trains carrying high-class freight.

Foreseeing this revolution, the railroad chiefs have been preparing to adapt their lines to the new conditions. The Morgan syndicate secured the Southern Railway, with terminals at Mobile and New Orleans; Mr. Harriman wrested from Stuyvesant Fish the Illinois Central, with terminals at New Orleans; the Rock Island-Frisco lines have been extended to Galveston, and now the Hill lines reach the same port by means of the Colorado & Southern.

The purchase of the Colorado & Southern is additional evidence of Mr. Hill's determination to reach southward from his present main lines, just as he has reached northward across the boundary by the construction of the Victoria, Vancouver & Eastern in British Columbia. His announced decision to run a line of steamers from Portland to San Francisco is only the first step in this direction. The construction of a line southward through Oregon and Califor-

nia may be expected to follow before many years. This line may parallel the Harriman lines through the Willamette Valley, but it is more apt to be built through Central Oregon.

Mr. Hill differs from Mr. Harriman in one radical feature of policy. He is above all things a developer of new country by the construction of new lines. Mr. Harriman takes an old, broken-down line, such as the Union Pacific was when he secured control, and builds it up by extensive improvements, so that it can carry a maximum traffic at a minimum cost per ton. But he builds new lines reluctantly and slowly, apparently hoping that a combination with his rival will make the new line unnecessary.

In accordance with his policy it is to be presumed that in reaching out to San Francisco Mr. Hill will be apt to build up the Deschutes to tap the irrigated country of Crook and Klamath counties. Here he would find a considerable developed traffic already awaiting him, and this traffic would grow rapidly as his road advanced southward.

The purchase of the Colorado & Southern is a typical sequence of the purchase of the Burlington. The latter extended Mr. Hill's territory to Cheyenne, Denver and Omaha, and gave him the through haul on lumber from the Northwest to the Prairie States. It also gave him the traffic which the latter states send to the Northwest. But he wanted more in the same line. He had covetous eyes on the great shipments of cotton from the South to the Pacific Coast for trans-shipment to China and Japan. He will get that traffic, all on his own rails, for the Colorado & Southern runs from Orin Junction, Wyo., on the north, to Galveston, Texas, on the south, and thus traverses the cotton belt. Only two short links are needed to connect with the Burlington. His new acquisition will also give him a longer season of the grain movement to Chicago and other Lake ports, and of the stock movement from the Texas range to the northern ranges in Wyoming and Montana and to the Chicago packing-houses.

He will, in fact, do as the migratory harvest hands do, follow the harvest north as the crops ripen. By the time the grain movement from his southern lines slackens up, a crop will be ready for them to move from the Northwest. He will also extend the market for the Northwestern lumber mills southward into Texas. Already lumbermen of this section are preparing to invade that territory as soon as the missing links of the through line are filled in.

Mr. Hill has always had the advantage of capitalization nearer the cost of his road and equipment than any of his rivals. He has fought roads liberally subsidized with land or bonds, or both, and beaten them. He completed the Great Northern to the Pacific in 1893, just when the panic came, and within a year he drove the land-grant-gorged Northern Pacific into bankruptcy and ultimately bought it in. He has fought Mr. Harriman and his land-grant, bond-aided Union Pacific, and is still fighting. Mr. Harriman has been able to force a cry of distress from the Goulds, but no cries have been heard coming from Mr. Hill's direction. When the next era of railroad construction which Mr. Hill has predicted begins, there will be interesting times all the way from Oregon to Texas.

THE PERIODICAL DUST STORM

Christmas day was just like old times in Madras, though it cannot be said that from a weather point of view the day was enjoyed by anybody. There was a dust storm, the likes of which Madras has every two or three months, so that it needs no description. It continued only a portion of the day, and by evening the weather had resumed the even tenor of its way.

The storm was general in the Western part of the state and also on the Pacific Coast. Telegraph and telephone wires were badly damaged, and havoc generally was wrought by the terrific winds. On the ocean many vessels were at the mercy of the seas and almost every moment seemed in danger of being engulfed by the mountain waves, and that the vessels with their passengers escaped a watery grave seems almost a miracle.

A rabbit hunt was organized December 15 by the ranchers living at O'Neil and Lone Pine, the time limit expiring December 20. Sides were chosen by two captains and the men went forth after the jacks. Meeting at an appointed place at the expiration of the hunt the pairs of ears were counted, one team having 174 pairs of ears and the other 178 pairs. The highest individual score was made by O. H. Foster who killed 40 rabbits. Lenore, one of the captains, killed 5 coyotes during the hunt. Barney's team was the winner, and Lenore's team, which lost, paid for an oyster supper. Total rabbits killed, 352; coyotes 5.—Prineville Journal.

MADRAS SHOULD HAVE UNION HIGH SCHOOL

Town Is Centrally Located And Convenient To Large Territory-- Work For It.

In February, 1906, the voters in the Bend district organized a district high school at that place, establishing a full four years' course in accordance with the laws for high schools in Oregon, thereby complying fully with the school laws for one year previous to the time that the county high school at Prineville was raised to the same standard. In September of this year the Bend district applied to the county boundary board for recognition as to the efficiency of the Bend high school and for the exemption of its proportion of the county high school tax. The first of this month after a careful personal examination of the Bend school by the full board, the application was unanimously granted and the board declared, unofficially, that in efficiency the Bend high school really excelled the county high school.

The Bend district will soon take steps to organize a union district for the support of its high school by taking in that territory which was included in the proposed County of Deschutes, which died a natural death at the legislature two years ago. This would give them a greater part of the territory lying South of Crooked river and West of Powell butte, and would also take off a portion of Klamath and Lake counties. The district will then have about \$1,000,000 of taxable property, and the people interested figure that a levy of 1 1/2 mills for the first year and 1 mill or less thereafter would successfully maintain the school. This low levy, as can readily be understood, is a great incentive for the support in that district of everyone concerned, not taking into consideration the convenience of having the high school in a central place and the saving to the patrons in traveling and living expenses.

It is high time that the residents and voters of the districts lying North of Crooked river, those comprising the territory included in the defunct County of Jefferson, take steps toward the establishment of a union district high school at Madras. When it was proposed to organize Jefferson county it was found that there was about \$2,000,000 of taxable property, and with a levy of 2 or 2 1/2 mills, which the withdrawal of the Bend districts will necessitate for the conduct of the county high school at Prineville, a very efficient and successful high school could be conducted at Madras.

Of course there are school districts lying near Prineville, which are naturally closer to that city, which would not care to come into either of the proposed new districts. These will continue to pay their annual tax to the county high school, but those districts which are contiguous and tributary to Madras, to which Madras is more convenient and central in many ways, should easily perceive the advantage of establishing a union high school at that point, and no time should be lost in ascertaining the views of the neighboring districts and in taking the preliminary steps toward the establishment of a union high school here, so that, in the course of a couple of years, an examination and comparison can be called for, and the exemption of this territory from its proportion of the county high school tax be secured.

ITEMS FROM OUR EXCHANGES

County Officials Have Autos

County Commissioner James Rice has purchased an International automobile for the purpose of getting around over the county more readily while attending to the duties of his office. The machine is a two-seated, 25 horsepower, high wheel, solid tire rig, just the sort of a machine for Crook county roads. County Judge Ellis has also ordered one of these machines, and when it arrives he and Commissioner Rice will be able to load in the entire county board, and then some, and travel to any part of the county. Commissioner Rice is proving an A1 officer, and is attending to the duties of his office with ability.—Bend Bulletin.

Ice For Summer Use

Business men generally who will have use for the commodity next Summer have been putting up ice during the week. About 100 tons have been secured. The few days' cold snap just ended froze ice about five inches thick, of fine quality, and users are taking no chances of a later freeze, preferring to get a supply while it is in sight. Last season the only freeze came in the middle of February. It was a last chance and there was some tall hustling for three days.—Prineville Review.

D. C. COLLVER

NOTARY PUBLIC

Justice of the Peace
CULVER PRECINCT

CULVER

OREGON

W. H. SNOOK

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

MAX LUEDDEMANN

NOTARY PUBLIC

Pioneer Building

MADRAS

OREGON

NO. 3851.

The First National Bank

OF PRINEVILLE, OREGON

B. F. ALLEN, President.
T. M. BALDWIN, Cashier.
WILL WORNWELLER, Vice Pres.
H. BALDWIN, Asst. Cashier.

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Capital, Surplus and Undivided Profits
\$100,000.00