

# The Madras Pioneer

MADRAS, CROOK COUNTY, OREGON, THURSDAY, FEBRUARY 16, 1911.

NO. 27

## 500 People Present At Railroad's Coming

### GREATEST EVENT IN HISTORY OF MADRAS

Railway Officials And Notable  
of Portland Honor Madras  
on Railroad Day

FIRST TRAIN ENTERS CITY OF MADRAS AT 10 A.M.

Wildest Enthusiasm Prevails At Great Event--All  
Central Oregon Gathers To Rejoice With  
Madras--Many Speakers Express  
Extreme Gratification

With the advent of the steel rails of the Oregon Trunk Line into "Madras, the Gateway to Central Oregon," Wednesday morning at 10 o'clock a. m. the engine and two coaches passing through the triumphal arch, will go on record as the greatest event in the history of the whole Deschutes Valley, and for which the residents and pioneers, have hoped, worked and waited during the past thirty years or more. It is at last a reality, and the dreams of years have at last come true.

The bands of steel which now link Madras with the outside world in closer commercial and social bonds, laid by the Oregon Trunk Line, have won for them one of the greatest contests in railroad building that has ever taken place in the United States, extending over a course of 110 miles from the Columbia River up the Deschutes canyon to Madras, having first reached the fertile plains of the "Madras Country," and defeated their ancient rival, the Harriman line, in arriving at the large territory of the Deschutes Valley and Central Oregon, today the largest inland empire in the United States to be exploited by the oncoming homeseekers.

The passing of the first train through the triumphal arch, yesterday morning, will pass into history as another epoch in development of this great inland empire, and was the signal for a great outburst of enthusiasm, and the many hundreds present wildly cheered themselves hoarse as the rails were laid up to the depot grounds. Two large columns each bearing the words "Welcome" supported the arch upon which were the words, "Madras, The Gateway to Central Oregon." This motto, as President Stevens said, was a very fitting legend on account of the natural gateway formed by the Willow Creek Canyon opening out into the valley beyond

(Concluded on page 8)

### Stock Yards And Wool Shipping

HANDLED AT ONCE

President Stevens Says the Oregon  
Trunk Will Handle Stockmen's  
Business From Madras

Yesterday afternoon some of the prominent stock men of Crook County and President Stevens of the Oregon Trunk Line held a conference in Mr. Stevens private car, and matters relative to the stock industry were extensively discussed.

The stockmen were anxious to learn where the principal stock loading facilities were to be located as well as the point where the crop of wool this spring would be handled, baled and shipped. Among the sheepmen represented were Andrew Morrow, of the firm of Morrow & Keenan, and James Rice, of the Baldwin Sheep and Land Company; C. Sam Smith, Leslie Priday and E. T. Slayton, cattlemen. Other members present were T. M. Baldwin, of the First National Bank of Prineville, and A. C. Sanford of Madras.

(Concluded on page 5)

Creek, where this line is awaiting steel for Trout creek bridge.

The officials were entertained in the evening by the Madras Commercial Club, and several impromptu talks were made by them to the citizens present. Mr. Miller was especially the spokesman for the party and presented many ideas which would work to the commercial wealth of this section. He emphasized the urgency of the farmers raising hogs in Central Oregon and made the statement that annually \$2,000,000 worth of hogs are shipped from the Mississippi and Missouri Valley States to Portland plants, which he claimed to be an unnatural operation in movement of stock. The unprofitable method of summer fallowing or allowing only one-half of the soil to produce a crop was touched upon by Mr. Miller, who said the land should be rotated with potatoes, corn, onions, or some other crop, and thereby the farmer would reap a profit from all of his land every year and to the betterment of the soil.

Others of the officials also made remarks along his special line of work, and all laid stress upon the importance of making the conditions attractive to the homeseekers who soon will be pouring into Central Oregon.

Mr. Scott of the passenger department, said that he expected to have the honor of bringing the first car load of homeseekers from the Middle West to Central

(Concluded on page 4)

### Harriman Officials Visit Madras

### JECT NEW ROAD

Commercial Club And Give  
Welcome Advice For Up-  
"Madras Country"

Party received a brief offi-  
from the Portland heads  
Harriman operating and  
systems Monday evening,  
being upon an inspection  
the Deschutes Railroad  
is now constructed to  
15 miles of this city.

ded in the party are R. B.  
traffic manager; M. J.  
y, acting general manager  
W. Robinson, general  
agent; William Bollons,  
agent; John M. Scott,  
ant general passenger  
George W. Boschke, chief  
er, and F. R. Dunn,  
ing freight agent, and Mr.  
reporter for the Oregon-

Party arrived in Madras  
30, having made the trip  
approximately 12 hours run-  
time, including the trip from  
of the line on the Uren  
north of the mouth of

## TRUNKS and VALISES

We have just received a shipment of Trunks, Suit Cases, Hand Bags and Telescopes direct from the factory and you can save from 25 to 50 per cent by buying from us, (we have a large assortment of these goods) and every one is guaranteed against imperfection in workmanship and material.

If you are going to travel soon and in need of a Trunk, Suit Case or Valise do not fail to get our prices before buying elsewhere.

## CENTRAL OREGON MERCANTILE COMPANY

EVERYBODY'S STORE