Madras Pioneer The

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

NO. 27

People Present At Railroad's Coming

iman Officials isit **M**adras

mercial Club And Give lesome Advice For Upding" Madras Country"

as received a brief offit from the Portland heads Harriman operating and vstems Monday evening, eing 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, tendent: John M. Scott, nt general passenger George W. Boschke, chief and F. R. Dunn, ng freight agent, and Mr. reporter for the Oregon-

Party arrived in Madras 0, having made the trip d of the line on the Uren north of the mouth of

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

The officals 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 pre- HANDLED AT ONCE sented 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.

remarks along his special line of baled and shipped. Among the work, and all laid stress upon the sheepmen represented were Animportance of making the condi- drew Morrow, of the firm of tions attractive to the home- Morrow & K-enan, and James seekers who soon will be pouring Rice, of the Baldwin Sheep and into Central Oregon.

partment, said that he expected ton, cattlemen. Other memto have the honor of bringing the bers present were T. M. Bald minately 12 hours runn- first car load of homeseekers me, including the trip from from the Middle West to Central

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Stock Yards And **Wool Shipping**

President Stevens Says the Oregon Trunk Will Handle Stockmens' **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 auxious to learn where the principal stock loading facilities were to be located as well as the point where the crop of wool this Others of the officials also made spring would be handled, Land Company; C Sam Smith, Mr. Scott of the passenger de- Leslie Priday and E. T. Slaywin, of the First National Bank of Prineville, and A. C. Sanford of Madras.

After the desires of the party had been learned by Mr. Stevrailroad to Madras for mere pleasure, but we are going to fix to accommodate the people and to handle all the products of this section of the country in a manner satisfactory to all concerned. And we will esestablish stock yards and wool warehouses with the facilities for handling it at any point most agreeable to the pruduc

A decision was arrived at by the representatives to the effect that the wool warehouse should be located at this point as well as stock yards; however, the principal yards are to be located at Coleman, which is at the mouth of Trout Creek, this being the point where all the stockmen from the eastern and southern part of the county could be reached without hav ing to drive their sheep and cattle through the lanes of the more thickly settled part of Crook County which is in the vicinity of Madras.

these men, President Stevens asked Mr. A. E. Coman of the freight department and Mr. Ralph Budd, Chief Engineer, to see that these matters were attended to and carried out, if the Madras Union Warehouse

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ens, he said: "We have not spent \$10,000 000 building a 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

into "Madras, the Gateway to Central Oregon," Wednesday morning at 10 o'clock a. m. the 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 on- Oregon Journal. coming homeseekers.

through the triumphal arch, yes- met by a delegation of the Madterday morning, will pass into ras Commercial Club, and the history as another epoch in de-children of the Madras Public velopment of this great inland School, who could hardly contain empire, and was the signal for a their enthasiasm, on seeing a great outburst of enthusiasm, sight that many had never witand the many hundreds present nessed before. The members of wildly cheered themselves hoarse the Stevens party were taken for as the rails were laid up to the a short drive out on the Agency depot grounds. Two large col- Plains, returning to the special umns each bearing the words in time for lunch at 12.30. the natural gateway formed ty in the "Plains" fashion and the Willow Creek Canyon opening out into the valley beyond

rook County which is in the with the advent of the steel found for the construction of the rails of the Oregon Trunk Line railroads to southern Crook County.

Immediately following the arrival of the rails, came President Stevens and a party of invited guests with a special train, which had made the trip from Portland over the newly constructed road from the Columbia River in about twelve hours actual running time.

The membership of the party engaged in making the trip here as guests of Mr. Stevens consisted of Harvey Beckwith, president of the Portland Commercial Club; C. C. Chapman, secretary of the Oregon Development League; H. M. Hailer, president of the Portland Chamber of Commerce; A. E. Coman, general freight and passenger agent of the Oregon Trunk; J. R. Russell, general superintendent of the Spokane, Portland & Seattle; J. P. Rogers, division superintendent of the Southern Pacific: S. Ralph Budd, chief engineer of the Oregon Trunk; W. C. Wilkes, assistant general freight agent of the Oregon Trunk; A. E. Buchanan, with the Oregonian, and W. P. Strandborg, with the Telegram, and J. L. Wallan of the

On the arrival of the special The passing of the first train the members of the party were

"Welcome" supported the arch | Promptly at 1 p. m. a line of upon which were the words, march was formed, and led by "Madras," The Gateway to Cen- the Bend Band through the printral Oregon." This motto, as cipal streets of the town to the President Stevons said, was a scene of the barbecue, where very fitting legend on account of two large steers had been roasted

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