The Madras Pioneer

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THURSDAY	-	F	ÈB.	16,	1911

Owing to the short interval between Railroad Day and the day of publication the Pioneer is unable to handle this issue all of the news happening during that event and promises its readers a supplementary account next week. There were so meny incidents of interest to Madras and the surrounding country that the Pioneer is anxious that everyone shall hear of them.

GREAT, POSSIBILITIES FOR CENTRAL ORECON

Railroad transportation to Central Oregon is about to become a reality. The announcement of traffic manager Coman, of the Oregon Trunk, that train service will be established on March 1 from the Columbia River to a distance of 110 miles, means that another vast region has been added to Portland's already extensive territory. While Metolius will be only a temporary terminus for the line, the difficult and costly construction of the "trunk" line up the this month from Muskogen, Deschutes has been practically come pleted, and the matter of extending the main line and its branches through all parts of Central Oregon will be comparatively easy.

It would be difficult for Portland or for Central Oregon to overestimate the value of the new line. To an overwhelming extent the unparalled prosperity that has prevailed in Madras and riding over the road as the track extending to Portland during the past was laid upon bedrock to the two years is directly tracable to the Columbia River, and that the building of the North Bank and the bridges were constructed under lines up the Deschutes Canyon.

Even more satisfactory results will follow the opening of the Oregon Trunk the engineering world. Mr.

pany had made application for, and Mr. Stevens ordered 1000 feet more siding to be built at once, Division Engineer Griswold was instructed to commence work as soon as possible with the survey. This additional

siding will extend a considerable distance south on the Steinke tract. Attention was called to the

fact that 1000 head of fat sheep were on the hills close by await-

ing transportation, being those of Frank Cox of Prineville. It had been expected that they would be shipped from Vanora, but Mr. Cax thought it would pay him to wait a few days until the railroad company could bring their cars to Madras, rath to do, and also agreed to have the cars at Madras so as to load traveling freight agent, was instructed to remain here and acsent out of inlaud empire of Central Oregon, and the Des

Right Given to Lay Water Mains

The petition of the City Council of Madras, to the county (court for permission to lay a water main from the reservoir (

along the county road to the city has been granted and the decree (and appears upon the court records as follows:

Upon petition of the common council for the city of Madras and supplemental to the order entered by this court at a past term, it is hereby ordered, adjudged and decreed that the city of Madras be and it is hereby given per-mission to construct and maintain a water pipe line or main along, under and through the west side of the county road lying between the southest quarter er than to drive across the of the southwest quarter of section 12, | plaius, this the railroad agreed and the southeast quarter of the southeast quarter of section 11, sll in township 11 south of range 13 east of the Willamette Meridian, commencing at a Friday morning. Mr. Harding, point on the intersection of said road with corporation limits of Madras and extending a distance of substautially a quarter of a mile in a southerly direc-• company this shipment to its tion therefrom. Provided, however, destination which is Portland, that said city of Madras shall protect and is the first shipment to be and keep harmless Crook county from all damages or claims for damages arising from or through the construction or maintenance of said water pipe or line or main.

(Continued from page 1)

Oregon, as the party is expected to arrive at the end of the Deschutes Railroad about the 21 of Illinois.

chutes Valley.

Chief Engineer Boschke said the Deschutes Railroad would be extended to Madras just as soon as possible, which would not be over six weeks, and assured his hearers that no one need fear the very best methods known to



Farmers. Townspeople--

REMEMBER, that when it comes to quality our stock is without a peer and is seldom equaled in Central Oregon. Prices consistently maintained at the most reasonable margin of profit. Our goods sell themselves.

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QUALITY SUPREME PRICES SELL THE GOODS

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which is a feeder for the North Bank and the opening of the Deschutes Railroad, a feeder for the O.-W. R. & N. hne for while these lines give a water-level outlet to a region that was dependent on the old overland route to The Dalles and Shaniko, these roads have opened the early summer. up a region that until the present time has been without transportation facilities of any kind.

With the announcement of the openiug of the Oregon Trunk road for traffic there appeared uews of the enthusiastic reception accorded the Oregon exhibi- to be able better to handle the tion cars which the Hill lines are sending througe the Eastern States.

Having made Central Oregon a habitable place, Mr. Hill and also the Harriman interests are busily engaged in rustling new settlers to aid in developing a traffic for the new roads. Hundreds of new settlers have found homes in Central Oregon during the past year, and the first car load over the Harriman system is expected to arrive at contact with prospective patrons Madras the last of next week. From of the road and will be in a posipresent indications the 1911 movement will be the greatest in the history of the state. Central Oregon has been discovered.

STOCK YARDS

(Continued from page 1)

Company were not able to han

dle it, or rather found that

their capacity was not large

enough to handle wool and

wheat together. Also stating

that if it was necessary that

Mr. Budd could take one of the

best crews of carpenters on the

construction and place them to

work on the warehouse, which could be completed inside of ten

days. This was not deemed

necessary, but a warehouse will

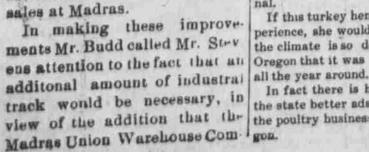
be built as soon as the occa

company has agreed to furnish

Boschke also said that it is ex- W. pected that bridges across Trout Creek will be completed about April 1st and the road south of Madras will be completed during

This was the first trip for some of the men into the Deschuues country, and they desired thoroughly to familiarize themselves with conditions here, so as business that promises to result as soon as the line is opened for traffic.

As the road nears completion, inquiries for both freight and passenger service become frequent. On the present trip the officials have come into personal tion to learn of the individual needs of the several commnities on the line.



It is learned that the Culver Junction people are planning to have a trout barbecue to celebrate the arrival of the Deschutes Railroad at that place. The fishing season will be on by that time and it is expected to make a requision upon the Deschutes and Crooked rivers for their specialty on the bill of fare.

Provided no incident occurs to prevent it is expected this celebration will transpire in April.

THE POULTRY BUSINESS

Mrs. T. F. LcCallister has a White Holland turkey hen which has been on sion repuires and the railroad regular duty as an egg producer for more than a year. During this time 240 eggs have been laid. About half a wool press at the warehouse this number is considered a good output and advertise to have the wool for a single turkey .--- Prineville Journal

If this turkey hen could give her experience, she would no doubt say that the climate is so delightful in Central Oregon that it was pleasure to lay eggs

In fact there is hardly any section of the state better adapted to all phases of the poultry husiness than Central OreT. B. TUCKER, Manager A. C. SANFORD, Sec. & Treas, Fry a bottle of Mur

fino's Edinof Devel-

oper. Will develop

any Plate or Paper

A. E. CRISBY