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WHEELING ACROSS

The Cascades From Corvallis to Prineville.

College Boys Abroad.

A Journey Full of Incidents. Grand Scenery Along the Route.

About eight o'clock on a day in June which promised to be at least warm enough to form a marked contrast to the rain and cloudy weather to which nine months of school work had accustomed us, Jack, Dave and I started on our wheels from Corvallis with a determination not to let many days pass before we should have crossed the Cascades, nature's dividing line between eastern and western Oregon and would be enjoying a change in climate which these mountains make possible and which can be fully appreciated only by those who have had a similar experience.

The town of Corvallis, as its name indicates, is near the heart of the Willamette valley. In every direction for many miles is rich productive land of which Oregon is justly proud and whose equal every state cannot boast.

Our first ten miles was up the Willamette to Peoria, which we reached in about an hour. A mile past the town we visited a friends' cherry tree and the fact that this was probably our last chance of getting free fruit for some time did not decrease our appetite in the least. The first mishap of our journey was experienced when Jack found a puncture in his tire, but with the loss of a little rubber cement, more patience and some time we were again on the road.

Dinner time found us at a cosy little farm house almost hidden by shade trees where everything, but the dog seemed inviting. By two o'clock we were again spinning along the smooth gravelly roads, which in cool weather make bicycling in the Valley very enjoyable.

Hay cutting had commenced and with the proper amount of rainfall the grain promised a good yield although somewhat retarded by the late cool spring.

In climbing a fence after a drink of water, and incidentally to look for cherries, Jack had the misfortune to entangle his lower garment with a barbed wire which resulted in a sad parting—his second accident and surely his unlucky day.

We reached Coburg early in the evening and decided to remain for supper. The lumbering industry of this small town employs about forty men and with the exception of Portland, is one of the largest in western Oregon.

After supper, and a much needed rest on my part, and during the most pleasant time to travel some interesting sights were passed. First a massive railroad bridge across the McKenzie river, which at this point is wide and deep, affording a good passage for logs. Next a covered wagon bridge high above the water, and from which the river looked grand and majestic, and last a long shady

avenue through a winding lane. Some of the characteristic mudholes of the valley, extending the width of the lane, were passed that evening, but in general the roads had been smooth, dry, and very dusty.

We left Springfield to the right and just before dark stopped at a farm house to stay for the night. There being company from town, as the best that could be done we were allowed to take blankets and sleep in the barn, but even there company in the form of troublesome insects was not absent.

Shortly after four o'clock our second days journey was commenced as we expected to ride seven miles to Waltherville for breakfast. This seemed to be Dave's bad day, for only a few miles on the road at a sudden turn he and bicycle slid off the grade, but not being a high one the only result was the loss of some breath and considerable balance. Jack kept up the excitement by knocking a small mudhole dry, but the marks did not show when he was sitting down.

We were now out of the Willamette valley and the country was more rolling and wooded to such a degree that the farms showed the result of much hard labor in clearing. Large hills that the day before appeared almost as mists in the distance, were being passed and the scenery was fast changing from a peaceful and almost monotonous valley to the dashing, rugged and ever changing mountain views.

The McKenzie was crossed on the free ferryboat, old and small, but which will soon be replaced by a much larger one now in course of construction. Breakfast was eaten at Waltherville, 1½ miles from the ferry and the ride of about fourteen miles since the last meal had so sharpened our appetites that there was surely no profit for the landlady.

The road now followed the McKenzie river closely and the high hills on either side were so near that expensive grades were necessary. Small farms were fenced in the wider portions of the valley and along these openings many signs of the logging industry were seen. Long chutes on the mountain sides, deep tracks on the level where the logs were dragged to the river's bank and huge piles ready to be pushed into the water when they were needed at the mills many miles down the stream. Further up the stream these signs decreased, showing conclusively that the timber resources of that section would not be exhausted for many generations.

Several wagons loaded with reduced ore were passed on the road. This ore was being hauled to a smelter from the Blue river mines several miles off the main road.

During the afternoon, mudholes caused by the recent hard rains in that region, became more numerous. Fancy dismounts were made to avoid shower baths and in consequence the rate of traveling was rather slow. After eating supper and resting, at the Upper McKenzie bridge, we decided to ride on to the Belknap Springs for the night. The start was made and our disappointment can be imagined when we heard that the hotel there had been burned during the winter and no accommodations could be had. As these springs are one mile from the main road our only policy was to proceed without seeing one of the natural wonders of the Cascades.

(Continued next week.)

ARID LAND BILL.

Meeting Held for Purpose of Drafting One.

Will Likely Become Law

Fund to be Established For Reclamation Purposes in the Western States.

A dispatch of last week from Cheyenne says:

At a joint meeting of congressmen and state engineers who came here to discuss the best methods of reclaiming arid lands, a bill was drafted which, with perhaps some minor changes, will be presented to congress at its next session. The proposed measure in part is as follows:

"That all money received from the sale or disposal of public lands in Arizona, California, Colorado, Idaho, Utah, Montana, Wyoming, Kansas, Nebraska, Nevada, New Mexico, North Dakota, South Dakota, Washington and Oregon, beginning with the fiscal year ending June 30, 1902, excepting money set aside by law for educational purposes, and excepting also the salaries of the registers and receivers of the United States land offices, located within said states and territories, shall be and are hereby reserved for the benefit of the state or territory in which said lands are sold to be kept as a special fund to be known as the 'arid land reclamation fund,' and shall be under the direction of the secretary of the interior for the examination, survey and construction of reservoirs and other irrigation works.

"Any of the states or territories desiring to avail themselves of the provisions of the act shall enact laws accepting the conditions of this act and organize and maintain a state engineer's office with authority to plan and make estimates for reservoirs to be paid for out of the reclamation fund. The officials shall also arrange for the establishment of rights to water from same.

"It shall be the duty of the secretary of the interior to examine plans and surveys submitted by the state engineers for proposed reservoir and irrigation works and approved the plans, the secretary shall cause to be set aside a sufficient sum of money from the reclamation fund."

Provision is also made in the bill for the segregation from entry of all lands upon which storage reservoirs or others irrigation works are to be built as soon as the application is filed with the secretary of the interior. One of the vital provisions of the proposed bill is that any state accepting the provision of the act may sell the complete works to the actual consumers of the water only, the proceeds of such sale to be credited to the arid land reclamation fund of the state or territory constructing such works.

Cool in Oregon.

While people have been dying off by the hundreds in the eastern states we have been having weather here too cool for actual comfort, but it looks as if we are to have some summer after all.

M. A. Moore Kills Himself

About four o'clock Tuesday afternoon those persons in the vicinity of the bowling alley were startled by the sharp report of a gun and almost instantly thereafter George Cyrus rushed out of the barber shop and ran for the doctor and informed the bystanders that Mr. Moore had shot himself. The news spread like wildfire and it was only a few minutes until the streets were full of people, but life was extinct before anyone reached the body.

The shot was fired from a Savage rifle that Mr. Moore had recently acquired.

At the time of the occurrence no one was in the store. He was found sitting in an office chair back of the partition that is placed across the store between the stationery and candy department and the bowling alley and must have been leaning over the gun when it was discharged as the ball came out lower than where it entered. The ball entered a trifle below the left nipple and passed directly through the heart. His death comes as a shock to the whole community. The body was taken to Portland early Wednesday morning where it will no doubt be cremated as that was his desire.

A coroners jury was immediately summoned as soon as he was found to be dead and the following verdict rendered: We the undersigned having been summoned by M. H. Bell, Recorder of the City of Prineville, acting coroner, as a jury to inquire into the death of M. A. Moore, find as follows: That he came to his death on the 9th day of July in the city of Prineville, from a gunshot wound inflicted by his own hand, whether intentionally or accidentally we are unable to determine.

T. M. Baldwin, Wm. Draper, C. W. Elkins, John Combs, J. H. Claypool, L. N. Liggett.

A Good Showing.

To give a slight idea of the mammoth proportions attained by various branches of business in this city, we append the following items which were gleaned from the different firms by a personal canvass. We shall only give the sales of machinery that have been made up to the first of July. Wurzeiler & Thompson have sold fifteen mowers and as many rakes; Elkins & King have disposed of twenty mowers and eighteen rakes, while a dozen mowers and nearly as many rakes have been sold by other firms, making a grand total of 47 mowers and 45 rakes for the season and it is not over yet. When it is taken into consideration that this is rather an off year for hay it will readily be seen that the business for this season has not been more than an average years sales. When the great bodies of land that are within the range of the water from the ditches that are now being taken out of the Deschutes, are placed under cultivation this will be only a starter for the business of a season.

With cheap transportation rates to the sea, Prineville could more than double her present business capacity and would then be one of the best business points in the northwest. Under present disadvantages it is doubtful if there is a town on the coast that does as much business proportionately as is done in this place and that too without an effort as the business comes to us as naturally as ducks take to water.

GENERAL NEWS.

Items of Interest Gathered Here and There.

Some Stolen, Others Not

Cullings From Our Exchanges News Notes of the Week Timely Topics.

Six mild cases of smallpox are reported at Athena, four in one home and two at another.

Secretary Hitchcock will soon present a report to the president, strongly endorsing a system of irrigation dams for the arid lands of the west and recommending legislation by congress along this line.

Miss Portia Knight, the American actress, has engaged Sir Edward Clarke, the former solicitor-general, as counsel in the suit for breach of promise which she has brought against the Duke of Manchester.

At the Wasco warehouse Monday, 100,000 pounds of Prineville wool was sold on sealed bids at 11½ cents per pound and 50,000 pounds of John Day wool was sold at private sale at 11½ and 12 cents.—Chronicle.

Experience with a steam shovel in mining iron ore in open cut in Georgia shows that five or six men with a steam shovel can do the same amount of work as fifty men with a pick and shovel, and do it much cheaper. It is claimed that iron ore can be mined, washed and loaded on cars all by machinery for less than 50 cents a ton.

Mrs. Percy T. Morgan, of San Francisco, formerly Miss Daisy Ainsworth, who christened the battleship Oregon seven years ago, recently presented that vessel which is now at San Francisco, with a loving cup, engraved with picture and emblem of the glory that has been the Oregon's since she was launched and christened.

The Oregon and Washington editors in New York city are creating much interest in the Lewis and Clark Centennial, to be held at Portland in 1905. The badges and banners of the editors attract attention. Many favors are being shown the party. It was entertained by the New York Press club Thursday.

A few days ago one the fish wheels of Seufert Bros. caught a 40-pound chinook salmon with the adipose fin missing. This, Mr. Frank Seufert says, is one of the 5000 young salmon, so marked, that were turned loose in the Clackamas river five years ago. It affords confirmation were needed, of the value of salmon hatcheries.—Dalles Chronicle.

In the competitive examination to determine who should be appointed a cadet from the second Congressional district to the United States Naval Academy at Annapolis, Ernest Durr, of Baker City, stood first and will be nominated by Congressman Moody, and Hugh Bellinger, of Portland, standing second, will be alternate. Durr won 434 and Bellinger 424 points of a possible 500.