

# Crook County Journal.

VOL. VIII.

PRINEVILLE, CROOK COUNTY, OREGON, JANUARY 14, 1904.

NO. 5

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## WURZWEILER & THOMSON

### Prineville's Greatest Store ANNUAL CLEARANCE SALE

COMMENCING THURSDAY, JANUARY 14, 1904

*This sale is a Money Saver.*

Every Yard of our Dry Goods is Reduced  
Every pair of Hose for Ladies Misses and Children, Reduced  
Every pair of Shoes for Men, Women and Children, Reduced  
Every Shirt Waist, Top Skirts and Under Skirts, Reduced  
Every suit of Clothing, either for Men or Boys, Reduced  
Every pair of Men's, Ladies' and Misses' Gloves, Reduced  
Every pair of Blankets, wool or cotton, Reduced  
Every Jacket, Ladies' Misses' and Children's, Greatly Reduced  
Every Night Gown for Men, Women or Children, Reduced  
Every Overcoat, Latest Styles, Latest Weaves, Reduced  
Every Hat or Cap, Hat or Cap for Men or Boys, Reduced  
Every In addition to above we will say that there are  
Every thousands of articles too numerous to mention, Reduced  
Every Our aim is to make this the Greatest Sale, Reduced  
Every that Prineville has ever experienced for CASH, Reduced

# Ten Million Pounds of Freight Through This City Last Year.

## The Journal's Compilation of Figures Concerning the Enormous Annual Traf- fic of Inland Empire

During the year which has just closed, over 10,000,000 pounds of freight found its way into Prineville. The exact figures, so far as this paper has been able to determine from a thorough compilation of figures, are 10,640,500 pounds.

Practically 90 per cent of this amount is merchandise which has been hauled to this point from the terminus of the railroad at Shaniko for local consumption, the balance of 10 or 12 per cent being confined to the outgoing wool shipments during the past season.

The sum total, as compiled by The Journal, includes the merchandise received during 1903 by 24 business firms in this city, besides the express matter hauled by the stage company, the shipments of merchandise by the two principal merchants at Silver Lake and a small amount of freight which has passed through Prineville for Bend.

The figures, however, do not include the many tons of freight which have been hauled through Prineville to Burns, or the freight shipped in from the railroad by individual stockmen and others in districts lying beyond the city. The amount of these individual shipments was almost impossible to obtain with any degree of accuracy so they have been omitted, but it is probable that a conservative estimate of this additional tonnage would swell the total to a figure in excess of 12,000,000 pounds.

The Journal has worked for some time past in an effort to determine the amount of freight coming to this city in a year's time, and it is the opinion of this paper that the last quoted figures are practically correct. In other words, this city alone handled 6000 tons or 500 carloads of freight during the past year.

In considering the immense traffic of the territory lying immediately east of the Cascade mountains, the fact should not be overlooked that the freight coming through Prineville can occupy no other place than simply a position in the sum total of the entire traffic of this district. There are many other factors to be considered.

First of all are the hundreds of cattle, horses and sheep which each year are driven overland to the railroads, and whose numbers and weight cannot be figured into the summary. Other items are the freight shipments into the Haystack district and the territory lying south-west of Shaniko; the traffic through to the Bend country by the way of Trail crossing, and shipments to Howard, Mitchell and way points, besides the Burns tonnage which comes this way.

Merchants in this city, as a rule, have had but little idea of the amount of freight they have handled during the past year. There are some, of course, who have kept a close account from month to month and the off hand estimates which they gave were almost

exactly the same as the showing made afterwards by an addition of their freighters receipts. The Journal, however, had an occasion to note the surprised expressions on different business men's faces when they received their year's shipments to figures, and gave them a moment's study, and almost without exception the off hand estimates fell from 25,000 to 100,000 pounds short of the actual tonnage which they had received.

As an argument for the nearer approach of a railroad, the above figures go a long way toward convincing the most skeptical that the Central Oregon traffic is a factor in the business life of any city which should be given consideration. It is the opinion held by most of the business men in the city that a railroad built 50 miles into Crook county would be the cause of the present freight shipments doubling themselves. With railroad communication closer at hand on the north, east or west of this point the tonnage would be materially increased along all lines. For instance, it is shown that under present conditions almost all of the immense traffic carried on in the vicinity of Silver Lake goes south. This includes hundreds of head of horses, cattle and sheep which otherwise would find their outlet in this vicinity. The same rule holds true of the Burns traffic and many other out-lying districts dependent now upon the eastern branch of the O. R. & N. With an open stock market in Portland the large drives of beaves, common in this interior portion, would in all probability go to that city. At present they seek a market closest to the ranges which sends them into California and over the branch of the Southern Pacific building into Klamath county.

### STOCKMEN MUST PAY FARE Western Railroads Make New Ruling and Cut Out Return Trip Passes.

On the first of the year a new ruling went into effect on all roads west of Chicago, whereby, shippers of stock who accompany their shipments to eastern markets are denied the return trip pass, heretofore enjoyed by them. This ruling cuts into the profits on shipments of stock from the far western points, for it is always necessary to take along a certain number of attendants, and these must be returned to their homes at the expense of the shipper. Stockmen, who claim that a large part of the earnings of the railroads comes from the products of their industry, are indignant at the ruling.

A Chicago paper of recent date contains a cartoon which very aptly pictures the situation. Political grafters and ward-holders have their pockets bulging with passes, but the stockman has to plunk down the ready coin, or walk home.

### TALK OF CONSOLIDATION

Report Current That Irrigation Companies on the Deschutes River Will Consolidate.

Reports, which come from authentic sources, have it that there will soon be a combination of the irrigation interests on the Deschutes river. The companies in the reported consolidation will include the Columbia Southern Irrigation company, the Pilot Butte Development company and the Hutchinson rights and interests which, it is stated, have been purchased by the two New York capitalists, Messrs Gurrin and Turney who were in that section recently with Mr. Hutchinson to inspect his company's project.

The statements given The Journal bear the ear marks of authenticity, and while they may never materialize into anything tangible, it is clearly evident that some such arrangement may be counted on in the near future as one of the companies is rapidly approaching the time when it must get under cover or lose its head. It is stated that in the event neither a complete sale or consolidation with the other companies the Pilot Butte Development company will have rather a difficult row to hoe in getting an extension of time on its contracts, and the date is hardly a month away when it must show its colors. The efforts of the latter company to sell out would lead one to believe that there is considerable grounds on which to base the report that a consolidation of the irrigation interests in this field will soon be affected.

### A BIG DRIVE OF RABBITS

Over 6000 Hares Are Corralled and Killed by the Citizens of Echo Last Week.

The largest and most successful rabbit drive of the season was pulled on the sage brush flats near the Rodgers place west of Echo, last week.

Over 6,000 American hares were captured and a nest of young coyotes was found and two of the members killed. A territory about three miles square was driven over and as many rabbits escaped as were caught, on account of the small number of pickets on the flanks of the driving party.

Only about 300 people attended the drive and the rank was stretched out far too thinly to prevent the rabbits from breaking through and escaping, and thousands regained their liberty after the drivers had circled over the flat and begun the movement toward the corral.

The rabbits are becoming accustomed to these drives and it is evident to old timers in the sage brush districts that the animals take a hint when the crowds begin to gather and hundreds of them flee to the higher hills before the drive actually begins.

The rabbits caught yesterday were exceptionally fat and sleek specimens and were bled and dressed and hung in cold storage until the cannery can use them. About 1,000 pounds of meat is being canned per day, and the company now has \$3,000 worth of finished product on hand ready for shipment, which will be sent out immediately, as the labels, so long delayed, arrived today and will be placed on the cans at once.

This supply of rabbits will last for some time, and there will not be another drive for nearly a month. The cannery force is working every day, 13 people being employed and orders are coming in for the finished product, faster than the company can possibly fill them.

### WILL RAISE SUGAR BEETS

Columbia Southern Irrigation Company Will Experiment With Product This Year.

C. F. Smith, who had charge of the Columbia Southern Irrigation company's forces last year while ditch building was in progress, returned from Portland Saturday where he has been for some time attending to business matters and making arrangements to start work again in the spring in the Tumello basin. He has leased his ranch near Lamonta and will stay in this section of the country during the year. He stated while here that the farming district around Lamonta was experiencing a notable increase in the amount of acreage being put under the plow and that extensive developments would be made there during the coming year.

Regarding the Columbia Southern's project in the Deschutes country he said that more progress had been made by this organization, in its present condition, than by any other irrigation company in the United States which was working under the Carey act. A small force of men is now at work clearing land for an experimental farm which will be put into crops this spring. It is the intention of the company to place an experienced man in charge of the work, and aside from raising grain, a specialty of sugar beets will be tried. It is the opinion advanced by experienced eastern agriculturalists, who have seen the land, that it is adapted to this kind of produce, and that it will raise beets containing a high percentage of sugar.

The Columbia Southern company now has 40 miles of ditches and laterals completed, and Mr. Smith advances the opinion that there is sufficient water to irrigate 50,000 acres. Ten thousand acres out of the company's segregation of 25,000, will be in shape this year for settlement, and it is fully expected that all of it will be covered.

### ACTIVITY IN OIL FIELDS

Malheur County Claims Have Been Re-located and Development Expected in That Field.

The Malheur county oil fields, over which there was considerable excitement last year and some prospecting done, are again attracting attention. The first of the year the Baker City people interested in the field relocated their claims and it is expected that early in the spring active work in the development of the property will begin.

J. D. Miles, who represents the capital invested in the oil portion of the county, states that many propositions have been made to him and turned down. At present there seems to be good grounds for the belief that the fields will be exploited and by Eastern Oregon capital.

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