

Crook County Journal.

VOL. IX.

PRINEVILLE, CROOK COUNTY, OREGON, FEBRUARY 2, 1905.

NO. 3

Oregon Historical Society

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NEW BUILDINGS GO UP IN THE SPRING

First National Will Erect a Fine Structure-Templeton & Son to Follow Suit.

With the opening of spring and the beginning of settled weather, building operations will begin in the city and promise some magnitude before brought to a close. The erection of the fine High school building last fall, which led to the discovery of a quarry of excellent building stone just west of the city, has apparently formed the nucleus from which will spring several other stone and brick buildings.

Probably the finest new building to be erected this year is that of the First National bank. The new structure will occupy the same grounds where the old building now stands but will be considerably larger measuring about 30x60 feet. The east and north walls will be of solid gray stone, such as that used in the High school building, and the south and west walls, which join or are adjacent to other buildings, of red brick. There will be the main entrance way on the corner of Main and A streets with an elevation of four steps leading up to the doors. The interior finishings will be the best which money can secure and when completed the entire building will present quite the finest appearance of any in the city.

About the same time that building operations begin on the new bank building, work will begin on a new brick business block on the site occupied by J. H. Templeton's drug store. This structure will also be larger than the present one now used by the firm and its dimensions will be in the neighborhood of 22x65 feet. It will be one story in height and will be used solely for the drug store. Work will begin on both the above structures sometime in March or the first of April.

M. Christiani is also contemplating the erection of a two story brick building on his property which adjoins that of the First National. His decision in the matter, however, is likely to be based entirely upon the arrangements which can be made with the present lessees who now occupy the building on the property in question.

An addition to the public school building is also to be built this spring, large enough to provide several rooms to relieve the present crowded condition of the school.

J. B. Shipp and Mr. McNealy in the meantime are rapidly bringing to completion two new residences which they are building on the south side of the city. Mr. McNealy's house is a brick structure and will be finished in a short time. The new residence of Mr. Shipp's is a two story frame building with stone foundation and will be completed in the course of a couple of weeks.

Aside from the new residences mentioned plans are being laid for the building of several other residence places sometime during the present year and by mid summer the city will present an appearance much the same as that of a place undergoing a building boom. Among the business houses increased trade and the constant demand for room has started the move for better, larger and more substantial buildings. The old structures have seen their best days of usefulness and it is probable with the start made this year it will not be long before nearly every business firm in the city will be housed in a stone or brick structure of ample capacity for all needs.

The brick to be used in the construction of the above mentioned buildings will be burned in the yard west of the city where everything is in readiness as soon as the weather clears.

LAKEVIEW RESERVE WILL BE OPENED

The Lakeview land office has received notice from the Interior department of the release of over 752,000 acres of land lying in the Fremont and Goose Lake Forest Reserves and which were temporarily withdrawn from settlement during the summer of 1903. The lands lie in both Lake and Klamath county and extend as far northward as the Crook county lying, embodying, in all probability, many of the claims taken up by residents in this vicinity.

Aside from the gross acreage of the land again open to settlement, no other definite information has come from the land office, the clerical force at the latter being engaged in making out the plats of the lands ordered out of the reserve. It is not likely that the township, ranges and sections included in the release order will be made known for a couple of weeks.

A large portion of the original reserve is covered by and included in reserves subsequently made, the particulars of which will be published as soon as matters can be formulated in the Lakeview office.

CATTLEMEN LOSE BY RAILROAD TACTICS

Murdo McKenzie, an extensive cattleman of Colorado and Texas, has complained before the senate committee on interstate commerce of inequalities, discriminations and poor service on the part of the railroads in the matter of the transportation of cattle. He cited instances of delay in shipments to the markets, saying that such delays often meant the loss of a dollar a head. He admitted that shippers had protection under existing laws, but said that in most cases the cost of legal proceedings would be greater than the value of the stock. He said the cattlemen want power given to interstate commerce commission not only to fix rates, but to regulate the character of service.

In continuing the statement begun by him yesterday, Judge S. H. Cowan, representing the southwest cattlemen, argued to adjust the question of railroad rates on cattle shipments. He said that there had been a gross increase since 1898, the average increase on shipments from Texas points being 8 1-2 cents per 100 pounds.

Questioned by Senator Elkins as to whether there had been a corresponding increase in the price of beef, the witness replied that the reply to that question would depend upon the viewpoint.

"To the man who buys beef there is an increase," he said, "but to the man who sells there has been a decline."

Mr. Cowan urged that a commission would be just as competent to adjust rates as were the railroad traffic men, because the duty under which this must be based was as available to one man as to another.

"But," suggested Senator Elkins, "the consolidation of railroads destroys competition," to which Judge Cowan assented most heartily, saying that was the point of his contention. He claimed that through its decisions the supreme court of the United States practically had repealed the third and fourth sections of the interstate commerce law relating to preferences.

That portion of the Fremont reserve, which falls under the supervision of the Lakeview land office, runs to the southern boundary of Crook county and extends southward to the region of Silver Lake. It is in this withdrawal that most of the land owned by local residents lies and in which several hundred thousand acres will be restored to entry. The Goose Lake reserve lies in the southern portion of Lake and Klamath counties.

SHEEP HERDER SHOT IN THE HAND

Act Is Committed Near Silver Lake as Warning to Sheep Interests.

Bert McKune, who was herding sheep for his brother C. E. McKune, was shot through the hand last Sunday near his camp in the vicinity of Cougar Mountain about 30 miles east of this place by an unknown party, who rode up within 150 yards of McKune dismounted and dropped behind a bunch of sage and opened fire, on his intended victim. After firing three shots he mounted his horse and rode away.

Mr. McKune was sitting down near his sheep, when he observed a man mounted on a gray horse riding in a slow walk toward where he was sitting. Naturally thinking that the man was coming up for a friendly chat he thought it nothing strange, and gave the matter no further notice, turning around to look after the sheep. In the meantime his supposed friend had dismounted, taking quarters behind the breast works of some heavy sage brush and commenced shooting. The first two shots missed by a close margin, but the third shot struck the herder's left hand tearing the thumb off at the first joint.

Warren Duncan returned from Paisley, last evening, where he took Bert McKune who was injured in the shooting affair on the desert, the other day. Warren tells the story of a sheep herder who got "cold feet," out near the Wagontire deadline. Said the herder: "We were out just south of the road where the bunches of sheep having had orders to wait there until re-inforced by the arrival of four or five more bands, before proceeding north into the Benjamin country. There were a number of cattle in charge of men who were herding them to the north of the road. I felt first rate until one day five men rode up where I had the sheep, asked for some tobacco and then began to question me regarding the range and our plans for the future etc. I told them there was all kinds of range, lots of grass and that the sheep would do fine, south of the road during the balance of the season. They were courteous and there was nothing in their demeanor to indicate that they entertained anything but the best of good will toward me, but after they left, that road looked awful narrow to me—I didn't feel good. I had a chill then got feverish, fretful and peevish, went to camp, kicked up a row with the camp-tender, quit the job and hit the grit for Paisley. No more sheep herding for me.—Silver Lake Oregonian.

AUTO FOR CROOK LINE NEARLY READY TO RUN

Within 10 days the first large automobile to be made in Portland will be finished, says the Portland Journal. The car is being manufactured on the order of the Central Oregon Transportation company, to be used on its oiled road from Cross Keys to Bend, 64 miles. The car is 16 feet long, carries 12 passengers, runs 20 miles an hour and is driven by a 40-horsepower gasoline engine. It is a long, rakish-looking affair, steel framed and riveted, and mounted on platform suspension springs. Its four large seats will be upholstered with leather.

More remarkable than the big automobile as a machine is its builder, William A. Gill, as a personage. A quiet, unassuming young man, in appearance not more than 26 years old, at the head of a manufacturing plant that, although small, is one of the most modern of machine shops. He designed and built both the gasoline engine and the auto car, complete in every detail, and he undertook this pioneer enterprise in Oregon knowing that upon its success or failure depended the reputation of his young concern as a machinery producer. His contract provides that he shall manufacture the car and run it 200 miles without a flaw being detected in it before the company will accept the machine and pay over the money. The purchasers are delighted with the machine, and believe it will meet their requirements.

N. P. LANDS CANNOT BE SOLD FOR TAXES

Since January 4th the timber lands in this county belonging to the Northern Pacific Railway Co. have been advertised for sale for taxes, and it was supposed that on February 4th they would be sold to the highest bidder if the taxes due this county were not paid before that date, but it has been determined that these lands are not yet subject to taxation, and County Judge Stewart announced today that there would be no sale, says the Albany Democrat. From correspondence that the former Court had with the Department of the Interior, it was thought that all the selections of land made by the Northern Pacific Co., in Linn county, had been approved by the Secretary of the Interior, and if such has been the case taxes could have been collected upon them. Some two months ago Judge Stewart commenced investigating the matter, and he finds the facts to be about as follows:

Under the act of Congress of

March 2, 1899, the Northern Pacific made selections of timber lands in this county to the extent of about 73,000 acres, about one half of which surveyed. Our county officials wrote our delegation in Congress in 1902 to ascertain if these lands had been approved and were subject to taxation, and Commissioner Richards wrote Judge Palmer that on April 10, 1901, the Secretary of the Interior had approved clear lists Nos. 5 and 6, containing about 108,000 acres of Northern Pacific lands in Oregon. It was supposed that these approvals covered all of the Northern Pacific lands in Linn county, and consequently, when the company refused to pay, the lands were advertised for sale to pay the tax. In the meantime Judge Stewart, by corresponding with the General Land Office and both local Land Offices, has ascertained that still another lot of lands filed upon by the Northern Pacific aggregating about 15,000 acres, was approved January 9, 1903, and that another lot, aggregating about 17,000 acres, was rejected by the Secretary of the Interior and has reverted to the Government. He also finds that all the land selections made by the Northern Pacific that have been surveyed and approved by the Secretary of the Interior, close to 36,000 acres, have been conveyed to the Weyerhaeuser Company and that they have this year paid the taxes upon them, the total taxable value of these lands being \$216,000.

The matter of the taxation of the remainder of these lands, which are still unsurveyed and not approved, was submitted by Judge Stewart to several of our attorneys, and they all give it as their opinion that these lands cannot legally be taxed, and in consequence the Judge has decided not to allow the lands to be sold.

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