

# Crook County Journal

VOL. IX.

PRINEVILLE, CROOK COUNTY, OREGON, APRIL 6, 1905.

NO. 17

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## FURNITURE

### CULVER OIL FIELD BONDED

#### D. W. Barnett Makes Contract with Archie Mason in Sum of \$10,000-Drilling Begins at Once.

The ranch property of D. W. Barnett at Culver, consisting of 160 acres on which petroleum indications were found last fall, was bonded this week to Archie Mason and a company of Portland men, for \$10,000. Mr. Barnett retains a fourth interest in the event of the discovery of petroleum in paying quantities.

The bond provides that the well shall be sunk to a depth of not less than 1000 feet in the search for the petroleum flow inside of one year from the date of the contract. Mr. Mason, whose name appears on the bond, is the same contractor who is building the auto road from Heisler, to Bend and he has the backing of several moneyed men in Portland. He believes that oil will be struck in paying quantities by the time the well has reached a depth of 600 feet. All the papers were signed last Monday while Mr. Barnett was in the city and active operations will be begun at once.

Indications of petroleum were found on the Barnett ranch late last fall while a well was being drilled in the hopes of striking water. The escape of gas was first noticed and later the sand brought to the surface showed plainly the presence of petroleum. Drilling operations were discontinued when winter set in and were resumed again this spring. A broken drill, which is in the shaft, stopped the work again a few weeks ago but since last fall the gas has escaped at intervals increasing in volume and time of duration as the sinking process is 225 feet deep.

F. M. Loveland, who had charge of the work while in the hands of Mr. Barnett, will continue the work which Mr. Mason has taken up. The latter expects to continue drilling with the apparatus on hand but should this prove to be unsatisfactory a drilling plant will be sent in from Portland and installed on the property. Mr. Mason is confident however that a flow of petroleum will be struck before the shaft has been projected 400 feet deeper and at such depth the old machinery now in use will be capable of performing the work. In the event of a strike Mr. Barnett will receive one-fourth of all the proceeds and he is sanguine that oil will be flowing on his property before the summer is half gone. He owns considerable property in the district aside from the ranch involved and is naturally greatly interested in the outcome of the undertaking.

### LAND CASES ARE EXPENSIVE

Some idea of the cost attached to the land fraud investigations may be gained from the quarterly report of the United States Marshal just submitted relative to the sums already paid out as fees for witnesses and grand and trial jurors, together with traveling expenses incident to both, for the present term of court.

For the quarters ending December 31, 1904, and March 31, 1905, covering the period in question, witnesses and jurors traveled 123,766 miles by rail, which, at the rate of 5 cents a mile, amounted to \$6188.30. At the same time, 8528 miles were traveled by stage and other private conveyance, for which there was an allowance by the Government of 15 cents a mile, or a total of \$1279.20. Both sources aggregate \$7467.50.

The amounts paid out in jury fees for the past quarter have not yet been computed, but for the

preceding quarter they aggregate \$14,164.65, distributed as follows: Juror fees, \$8429.20; witness fees, \$5735.45. It is believed the expenses in this direction for the quarter just ended will scarcely equal the above amount on account of the adjournment of the grand jury, February 13.

### NEW ROAD AROUND MCPHERSON HILL

County Judge Bell and Commissioner Powell returned yesterday evening from an inspection of Hay Creek canyon through which it is proposed to build a new county road in order to save the long and tiresome pull up the steep grade of McPherson hill. The proposed road is one which has been desired for many years, and if built, as no doubt it will, will be one of the most important strokes of business of the county court this year.

The court is favorable to the construction of the road along the surveyed route through Hay Creek canyon and it is probable that action will be taken at the next term in May if not before. It is estimated that the entire cost can be covered by an expenditure between \$2000 and \$3500. The road can be built at that figure along the canyon in such a position that the spring freshets will not damage it.

The proposed route turns off the present road at the old Pierce place and follows the canyon to the McPherson ranch on the farther side of the high ridges.

It is stated that the cost in freight rates along will more than cover the entire cost of the road every year. At present the McPherson hill is the one heavy grade dreaded by freighting teams and the stages, and a road around this abrupt incline will permit heavier freighting with fewer horses besides gaining considerable time for those hauling freight to and from the railroad.

The residents in the lower part of the county are clamoring for the proposed change in the route of travel, but it is not probable that the new road when built will benefit them to any greater extent than it will those living on this side the treacherous grade. In fact the county court could not build a new road which would give greater general benefits than would the one through Hay Creek canyon.

### MANY NEW BUILDINGS TO GO UP IN THE CITY

Prineville will witness a period of unusual building activity this year, and one which will begin inside of the next ten days and continue until the summer has past.

J. B. Shipp has been given the contracts for the erection of three residences—those of Ward Cram, D. P. Adamson and C. M. Stroud. Work has already begun on the former dwelling house and building operations on the latter two will commence very soon.

Aside from those noted six other residences are contemplated and it is more than probable that all of them will be built during the present season.

The contract for the new First National Bank building will be let on April 15, and the masonry work will begin as soon as possible afterwards. The plans and specifications are now in the hands of different Portland contractors who will furnish bids on the day mentioned. The building which will be built of stone and brick, will be a handsome structure and will easily eclipse any other business block in the city.

The plans and specifications of the new brick drug store to be erected this spring by Templeton and Son have also been received and building operations will begin some time this month. The work will in all probability be done by a local contractor and will be finished early in June.

### FURNACE TO BURN CINNABAR ORE

#### New Alamaden Quicksilver Company Will Install a Ten Ton Plant on Lookout Mountain.

Arrangements have been completed by the Alamaden Quicksilver Gold Mining Company, whose mining property lies near the summit of Lookout Mountain 28 miles east of this city, for the erection of a ten ton furnace with which the cinnabar ore will be reduced and quicksilver manufactured for commercial purposes. The new furnace will be erected as soon as Mr. Tillotson, president of the company, arrives here in company with competent men who will look over the ground. That will be inside of the next two weeks.

Mr. Tillotson and John Combs spent considerable time during the past three months making a rigid investigation of the cinnabar properties in California where they saw how most of the low grade ore was handled in a satisfactory manner. Last fall the local company contemplated the installation of several retorts on their mining property this spring, but after an examination of the California mines the conclusion was reached that retorting the ore would be an expensive and unsatisfactory method of procedure. Where retorts are used the extreme heat necessary to reduce the ore causes more or less cracking of the big iron vessels, and the cost of maintenance in consequence reaches no small figure. With furnaces of the right type, and the kind that will be erected on Lookout mountain, this disagreeable feature is not met with, besides permitting the reduction of ten tons of ore every 24 hours. The largest retorts handle on an average only 800 pounds in the same length of time.

It is believed by the time the snow is off the ground in the vicinity of the mines now being worked that everything will be in readiness for the roasting process. The elevation of the property is 6000 feet and tunnel work has been pushed ahead for a year's time. Some remarkable ore has been struck, recent tests of which brought out the following comment in last Wednesday's Portland Telegram:

"Some of the ore shows very rich returns, nine pounds of rock having recently been roasted and produced 1 1/2 pounds of mercury. The average ore of the mine is believed to be 3 and 4 per cent quicksilver. The rock is cinnabar, and treatment will be by roasting."

Some of the ore taken from the ledges the last of the year showed 60 per cent of mercury, but this of course was considerably above the average. There are two veins, however, approximating 30 feet in width which show up remarkable values and the ore bodies at a depth of several hundred feet have shown no indication of pinching out. The extent of the ledges will probably never be determined until the full course of the veins has been run.

### WILL FIGHT NEW TAX LAW

A meeting of the sheepmen of southeastern Washington was held in the offices of Attorney H. C. Bryson, in this city yesterday, says the Walla Walla Union. The object of the meeting was to consider ways and means for contesting the validity of the law enacted by the Oregon legislature, making a grazing tax of twenty cents per head on sheep and goats, and fifty cents per head on cattle, horses and mules, effective. The law provides

an additional charge of five cents per head for sheep and goats and ten cents per head for horses, cattle and mules for each additional county passed through, in addition to the first. The effect on the sheepmen of this section is a twenty-five cent per head tax, their sheep going into Union and Umatilla counties.

A committee composed of W. P. Reser, H. C. Bryson, and S. V. Davin was empowered to pursue whatever course their good judgment directed, tending to contest the legality of the enactment.

Many of the sheepmen express the opinion that if the law is upheld they will have to retire from the business. An additional item of expense of 25 cents per head makes sheep grazing prohibitive. It is probable that the sheepmen who met today own 250,000 head of sheep, and the tax is enormous under the new law.

The committee appointed were vested with absolute authority to direct a defense to the collection and it is believed a federal case will result, if any jurisdiction facts can be had.

### AUTO RATES ARE FIXED

President A. E. Hammond of the auto line was in Bend Wednesday and selected a site for the roundhouse on Bond street, nearly opposite the Sheldon & McKinnon blacksmith shop. While here he issued Local Passenger Tarriff No. 1, which will go into effect April 15.

This first tariff shows the stations and distances from Shaniko to be as follows:

Cross Keys 21 miles; Madras 44; Lamonta 58 1/2; Forest 69; Redmonds 76, and Bend 95 1/2 miles. The fare is 10 cents a mile, \$9.45 through between Bend and the railroad. This is about \$1 more than the present stage fare, but the saving in time and consequent saving in meals on the route will make auto travel materially the cheaper of the two.

The trip between Bend and the railroad will be made in an easy day. Between Shaniko and Cross Keys there will be a stage run by Howard, the Shaniko liveryman, and the remainder of the distance will be covered by auto.

Regular traffic is scheduled to begin April 15. At first the route will be served by one machine, and two days will be required for the round trip. Soon as second car can be obtained the service will be daily each way.—Bulletin.

### ROAD BONUS QUICKLY RAISED

Klamath County has raised \$80,000 of the \$100,000 bonus for the Weed Railroad extension to Klamath Falls, and has obtained an extension until May 1 to raise the balance. The balance undoubtedly will be raised, and railroad connection of this section with the outside world is now assured.

The new line to be built will reach Klamath Falls from Pockegama the present northern terminal of a branch of the Southern Pacific. The residents of Klamath Falls have subscribed the \$89,000 in money and land in accordance with the agreement made some time ago with the railroad people to the effect that a bonus of \$100,000 in cash and property should be given the promoters of the extension before building into Klamath Falls.

The balance still due will in all probability be forthcoming before the first of next month, and construction work will begin soon afterwards. The new line will furnish an excellent outlet for the stock and products of the entire district between Silver Lake and the California line, and will serve as an important factor in the development of Klamath county's great timber belt.