

# Crook County Journal

VOL. IX.

PRINEVILLE, CROOK COUNTY, OREGON, APRIL 13, 1905.

NO. 18

*U of Oregon*

## MICHEL & CO.

Reliable Goods at Living Prices

Great Bargains in Men and Boys Clothing

Men's medium weight all Wool Suits in Black, Dark Grey and Brown mixture: Very Special at **\$9.50**

Youth's all Wool Suits in Black mixed goods; very servicable. Special value at **\$7.50**

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### AUTO ROAD WILL BE GREAT HELP TO COUNTY

Establishment of the automobile line of Central Oregon Transportation Company, which will operate between Cross Keys and Bend, a distance of 75 miles, covering all of the distance between the end of the Columbia Southern Railroad at Shaniko and Bend, except 18 miles, is of the greatest importance in development of Central Oregon and will be instrumental in much more rapid population of that section. The first of the three automobiles for the service will go into commission the first of next week and the other machines will follow soon.

President A. E. Hammond, of the company, formerly chief engineer of the Columbia Southern Railroad, accompanied the first machine on its initial trip out from Shaniko today. The company has its own roadway, constructed on easy grades, and following practically the survey that will eventually be used for the tracks of the Columbia Southern when that line is pushed further into the interior. One of the machines will also be used for traveling between Forest and Prineville.

This Spring 40,000 acres of the 140,000 acres to be brought under irrigation during the year by the Deschutes Irrigation & Power Company, is ready for settlement. Several hundred acres of land already sold and growing first crops demonstrate the possibilities of the section, and purchasers of land have bought tracts scattered over the entire area, irrespective of whether water would be provided in time for this year.

Water is in the canals and carried to land ready for each farmer to construct laterals to distribute it over his own acreage, the company delivering the water to the highest point on the land and contracting to deliver 30-acre inches during a period of seven months. This first complete line known as the Pilot Butte canal, is about 35 miles long, starting from a point on the Deschutes River about four miles from Bend, and extending northward to the Crooked River, at a point 15 miles east of Prineville.

For a distance of three-fourths of a mile from the diverting point the water is carried in an immense flume, and a mile from the end of it is carried out upon the first tract of land that is brought under irrigation by its waters.

This canal carries 260 cubic feet a second, having a bottom width of 40 feet and top width of 58 feet. Some laterals have been carried out from this canal, but most of them are yet to be extended.

Twelve miles of the Eastern Oregon canal is completed, extending eastward from this flume, which will have a complete length of about 45 miles. The portion already constructed includes the heaviest rockwork of the canal and is 44 feet wide at its bottom and 70 feet wide at the top, carrying 400 cubic feet of water a second, sufficient for irrigating 100,000 acres.

Area of the region to be reclaimed and made productive as a result of these canals is greater than the average county of Middle Western states, and throughout the entire section not a particle of alkali land occurs. Wholly surveyed and cross sectioned by the engineers of the state, each 40 acres has been scheduled for its exact acreage of irrigable land. Bordering the land on the southwest is an immense district of magnificent timber skirting the Deschutes River for 75 miles, with local mills that offer lumber to consumers at low prices. Bend is near the southwestern corner, Prineville at the northeast, Cline Falls and Laidlaw on the western border, along the Deschutes River, and Forest on the north.

Located 60 miles from Shaniko, or the end of the Columbia Southern, and about the same distance from the end of the Corvallis & Eastern Railroad at Idanha, either

of these roads may soon tap the section, while the Great Southern extending south from The Dalles is projected to build to Prineville, and the Nevada, California & Oregon, and Klamath Lake Railroad are both projected to come into Central Oregon from the south, so that transportation, while temporarily solved with an automobile line, is expected to include railroad trains on tracts of heavy steel at no distant date.

### DATES FOR WOOL SALES ARE SET

Wool sales dates have been announced for Eastern Oregon as follows:

Pendleton—May 22, June 13 and June 26.  
Heppner—May 25, June 9, June 20 and June 29.  
Shaniko—June 6, June 23, and July 6.

The dates were made by the executive committee of the Oregon Woolgrowers' Association, and are arranged after consultation with the woolbuyers, who are now in Southern California and Arizona.

On the sales days this year, as in the past three seasons, there will be sealed bids for each clip of wool to be sold, and the clip will go to the highest bidder. Under this system it is said that at least a cent and a half more per pound is secured than under the old plan of selling the wool.

It is expected that the first Pendleton sale this season will be a noteworthy one, both for the prices paid and the amount sold. But a small percentage of this year's Umatilla clip has been contracted for in advance, as most growers are expecting good prices and have waited for the sales days.

J. H. Gwinn, secretary of the Woolgrowers' Association, states that he believes at least 4 cents more per pound will be received this year than was gotten for the same grade and character of wool last season. This estimate he bases partly upon the trend of the market where wool has already been sold, in Arizona and New Mexico. This year it has averaged between 4 and 5 cents more per pound in those territories.—Telegram.

### PUBLIC DIPPING VATS BUILT AT ANTELOPE

Frank Kincaid is making arrangements to build large public vats near his shearing corrals at this place, for the accommodation of sheepmen who have sold sheep for shipment from Shaniko says the Antelope Herald. Under the federal regulations sheep which are to be shipped out of the state must be dipped, regardless of whether they are clean or diseased, and they must be dipped under the supervision of a federal inspector. There are only three of these inspectors in the state of Oregon, and the amount of territory to be covered by them does not give them much time for making trips of any distance from the railroad, and for this reason public dipping vats near the shipping points are an absolute necessity. In the neighborhood of a hundred thousand sheep have been sold in this vicinity, for shipment from Shaniko, and unless the best facilities can be had for dipping them, considerable delay and confusion will result to shippers when their sheep are brought in to the railroad.

It is to meet this demand that Mr. Kincaid has decided to build public vats. They will be built with a blind chute, and will be capable of handling 5000 sheep per day. They will be located so that the city water can be used, and sufficient range will be secured for the sheep to be dipped here. In addition to facilitating the shipment of sheep from Shaniko under the present federal requirements, dipping at the public vats will be less expensive than where each one must make his own arrangements for dipping. The dipping vats will be built at once, and will be ready before the first sheep are brought in for shipment.

### Semi-Annual Statement

Of the Treasurer of Crook County, Oregon, for the six months ending March 31st, 1905, of Moneys received and paid out, from whom received and from what source, and on what account paid out.

Amount Paid Out		Amount on Hand in the several funds	
Gr. Am't	Gen'l	Gr. Am't	Gen'l
17682 47	8125 00	27620 25	14080 71
51571 70	23284 52	3857 97	6307 35
86 65	81 90	27 35	27 35
2480 10	2480 10	86 55	86 55
12 50	10 00	27 55	27 55
194 00	69 00	6347 64	6347 64
61 00	10 00	7520 61	7520 61
2865 33	2865 33	2026 22	1913 81
5455 01		243 98	156 66
		156 66	783 69
			35 31
			124 15
			182 22
			225 08

### DISBURSEMENTS

### RECEIPTS

STATE OF OREGON, }  
County of Crook, }  
I, O. C. Gray, do hereby certify that the foregoing is a true and correct statement of the amounts received, paid out and remaining on hand in the county treasury of said county for the six months ending on the 31st day of March, A. D., 1905.

Witness my hand this 1st day of April, 1905.  
O. C. GRAY,  
COUNTY TREASURER.

### Semi-Annual Statement

Of the amount of Moneys and Warrants received for taxes, and Money paid to the County Treasurer by the Sheriff of Crook County, Oregon, for the six months ending the 31st day of March, 1905.

Cash on hand October 31st, 1904	\$ 472 43
Collections 1902 taxes	92 76
" " 1903 "	7632 62
" " 1904 "	43981 14
Total	52178 95
DISBURSEMENTS	
Cash on hand	\$ 3891 55
Paid to County Treasurer	48287 40
Total Disbursements	52178 95

STATE OF OREGON }  
County of Crook, }  
I, C. Sam Smith, Sheriff of Crook County Oregon, do hereby

(CONTINUED ON PAGE 2)

## CLOTHING

## \$10 LEADERS \$10



These are the best Suits ever offered at the price. They are special values and I carry several different patterns at the above price. They are all Fancy Worsteds and Serge lined, linen cavis stiffening down the front, Padded Shoulders. They look like \$20 Suits and some would get that for them. They are my special \$10 Suits. COME IN AND BUY ONE

## GORMLEY THE TAILOR

### Professional Cards.

M. R. Elliott,  
Attorney-at-Law  
Prineville, Oregon.

M. R. Biggs  
Attorney-at-Law  
Prineville, Oregon.

S. W. Barnes,  
Attorney at Law,  
Prineville, Oregon.

Chas. S. Edwards H. P. Bolknap  
(County Physician)

Bolknap & Edwards  
Physicians and Surgeons.  
Office First Door East of Winslow's  
Drug Store  
Prineville, Oregon.

J. H. Rosenberg  
Physician and Surgeon  
Calls answered promptly day or night  
Office two doors south of Crumpton's  
Drug Store, Residence corner,  
1st and Main Streets.  
Prineville, Oregon.

### Blacksmithing That Pleases

Is The Kind You Get at  
J. H. WIGLE'S  
(Successor to)  
CORNETT & ELKINS'S  
A Stock of Farm Machinery always on hand

## A. H. LIPPMAN & CO.

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