

# Crook County Journal

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## ENGINEERS FINISH WORK ON MCKAY

Preliminary Surveys and Estimates on Irrigation Project Ready to Send to Eastern Capitalists.

Engineer L. D. Wiest, of Bend, who has had charge of the crew making the preliminary surveys for the McKay irrigation project which will ultimately be the means of bringing water to 40,000 acres of arid land lying along the basin of the Ochoco from a point 18 miles east of Prineville to the base of Grizzly Butte, has completed his work and by the last of the week will have the estimates made and ready to forward the eastern capitalists who have interested themselves in the scheme.

It is understood that the cost of building the three reservoirs will approximate \$125,000. This will be the largest item of expense in whole undertaking, as the cost of canal construction over the land, which is almost as level as a floor, with a gentle slope to the westward, can be reduced to the minimum.

Reservoir construction will include the building of three dams to hold the waters of the streams in basins which nature has already provided. One of these will be located 13 miles east of Prineville above Sheriff Smith's ranch and the other two on Marks creek; one about three-quarters of a mile above the mouth, and the third some seven or eight miles above the point where the stream empties into the Ochoco.

The reservoir on the Ochoco will be the most expensive of the three, as it will be necessary to do a large amount of work in building the dam. A wide space at the mouth of the canyon will have to be closed in order to hold the water in the basin above. With the other two reservoirs, however, but little expense will be entailed in the construction of the dams, the ridges at the lower ends of the storage basins being so formed that they leave but a very narrow gully to be closed, besides forming natural walls which will hold the water in the basins above.

It is expected that as soon as the reports and estimates now being compiled by Mr. Wiest have been received and approved by the eastern parties interested in the project that they will send their own engineer to look over the proposed scheme and finish up all the detail work so that the men financing the enterprise will know the exact expenditure required in the undertaking.

The scheme as a whole is looked upon as the best in Eastern Oregon, considering the scope of country to be covered, the cost and the productiveness of the valley which is to be irrigated. The Malheur project which, like the local one, is being projected in a district where the Willamette Valley & Cascade Mountain Wagon Road company owns a large acreage of land, has generally been considered the best that Eastern Oregon affords, but those who have seen both districts say that the Malheur scheme has a prestige only through the facts that it is nearer the railroad and at a lower altitude which softens the climate to such an extent that a greater variety of fruit can be raised than in this section of Crook county.

gram. This road has been projected on to Lakeview, Ore., passing to the eastward of Goose Lake and to the westward of Plush, gaining entrance to the Webfoot territory over a comparatively easy grade. The road is being operated from Reno to Madeline daily, connecting with the Southern Pacific and Sierra Valley Railroads.

While it has been known for some months that Gould was seeking a pass into this state, so he could run a line from the main road into San Francisco, it was generally supposed he would build a branch by way of Winnemucca, using the old survey of the Oregonian Railway Company, and tap the Willamette Valley.

His course from Lakeview may be direct to the Valley, or he is likely to hold to the eastward and gain a foothold in Central Oregon, providing one of the several local projects under consideration are not constructed so as to block those plans. There is also another line extending south from the Nevada, California & Oregon's terminus, the Virginia & Truckee line, which runs south 52 miles to Virginia from Reno. Should he desire to connect at a point below Reno, that road might be included in the system.

For the present the new purchase will be operated as before, and it is expected that about the time the main line nears the Bay City construction work will be begun on extension, allowing in the meantime that local capital is not induced to start from Portland and meet the Gould road near the border, with a branch probably heading for Central Oregon. The news of the buying of the Nevada, California & Oregon was learned here with joy among those not friendly to the Harriman interests, as it goes to show the activity heretofore credited to Mr. Gould was not mere talk.

## SECOND AUTO WILL PASS THROUGH CITY

Percy F. Megargel, who drove "Old Steady" across the continent to Portland, passing through Prineville last June, writes The Journal from New York City, under date of August 17, that he will again pass through the city in September in a Reo machine. Weekly reports of his trip will be sent to this paper for publication. He started from New York City last Friday.

Mr. Megargel, who is a member of the touring committee of the American Motor League, is making the trip in the interest of the League, sending in daily reports on the condition of the roads, bridges, fords, mountain passes, sandy stretches of the Bitter Creek and Great American deserts, gasoline and oil facilities and water supply. This data will be of great assistance to all transcontinental tourists in the future.

The automobile selected for the trip is a 16-horsepower Reo machine, with a tonneau so arranged that it can be changed into sleeping quarters when desired, and the entire car is so covered with appliances for estimating speed, distance traversed, altitudes, etc., that it presents the appearance of a scientific laboratory.

The route of travel will be much the same as the one covered in the early part of the summer, the course mapped out through this state running from Burns through Prineville to Salem and from there to Portland. The return trip will be down the Pacific coast to San Francisco, then across the mountains and deserts through Nevada, Utah, Colorado and a number of southern states to Philadelphia.

## GOULD PURCHASES SOUTHERN OREGON ROAD

Gould will enter Oregon from Northern California, it reports received in Portland today are true, for it is understood the magnate has purchased the Nevada, California & Oregon line, running north from Reno, Nev., 144 miles to Madeline, Cal., says the Telegram.

## LOCAL FORESTRY OFFICE IS CREATED

A. S. Ireland, Assistant Supervisor of the Roseburg District, Has Been Transferred to Prineville.

A. S. Ireland, who for the past seven years has been assistant superintendent of the southern division of the Cascade Forest Reserve in the office of Forest Supervisor S. C. Bartram at Roseburg, has been transferred to this city where he will soon establish an office under departmental instructions for the purpose of supervising the Maury mountain reserve.

This is the first time an order has been made for the establishment of an office of the kind in this locality, and the fact that the forestry department has seen fit to place an officer in charge of the reserve work at this point is a matter of considerable importance to the stockmen who are using the neighboring reserves for grazing purposes.

While Mr. Ireland has been acting in Roseburg in the capacity of assistant superintendent, his transfer to Prineville means that he will while here assume official duties as forest supervisor, and will have complete charge of the grazing permits and special privileges, the latter being given to those living in, or whose property borders on the reserve.

Mr. Ireland stated Monday that no permits for grazing would be required this year owing to the lateness of the season, and in consequence he will not establish his office in the city until this fall when preparations will be made and details arranged for issuing the permits for the year's grazing next spring. He will also have in charge the matter of dividing the reserve into divisions for the use of the various stockmen who run their herds over the mountains during the summer months.

Mr. Ireland left Tuesday for Sisters to get his horses and other material which were sent over the mountains. He will leave here the last of this week for Crook and will go from there into the Maury reserve to make a thorough investigation of the territory embraced within the reserve lines, to inspect the range and determine the number of head of stock which can be successfully grazed on the government's park. The result of his investigation will be the basis upon which Mr. Ireland will make the allotments for next year's grazing. He stated that the forestry department was anxious to perpetuate the range and not decrease it as was so often the case where a given territory was too freely used for pasturage, and to this end he will make an effort to so divide the territory in the Maury reserve that no portion of it will be denuded of its grasses, but on the other hand the allotments will be made in such a way that the grass will have an opportunity to grow even during the grazing season.

## SHEEP SHOOTERS KILL OFF FLOCK

Sheep-shooters are again busy in Wheeler county and the range wars, which have flourished in this section of Eastern Oregon in the past, promise to burst forth again, says a dispatch from Mitchell. The latest victims of range enmity are Butler Bros., who lost from 100 to 200 sheep which were camped three miles from Keeton's sawmill, about 12 miles east of Mitchell.

The tactics followed by the slayers of the Butler sheep are said to have been the same as those of the former killings. Disguised by means of sacks pulled over their heads, with holes cut in the cloth for eyeholes, the desperadoes shot down the sheep with Winchester rifles. The herder was overpowered and bound so that he could offer no resistance. The perpetrators are said to be men in the employ of cattlemen who make claims to the range along the creeks running into the John Day to the east of here. That the perpetrators of these latest outrages will ever be punished is regarded as improbable.

It is a matter of regret here that these sheep-killing have been resumed. They fan into flame the long-cherished enmity between the sheep and cattle-owners and instead of settling the range troubles, such outrages merely aggravate the difficulties. It keeps settlers away from this part of the country and hinders the development of this section.

Completion of the portage road has caused a reduction in the wheat rate from Arlington and intermediate points on the O. R. & N. of 40 cents a ton. Governor George E. Chamberlain feels that the drop in the Harriman tariffs, with an excellent prospect of further decline in rates being announced, in a measure pays for the portage road. He is not inclined to the belief that steamers will be operated on the river this season in time to care for the wheat coming from the interior, unless one or two individuals see fit to run steamers for a short time to pick up a small amount of the trade.

## O. R. & N. REDUCES TO MEET PORTAGE RATE

The classification of rates for the portage road has not been completed yet, but probably will be soon, though until there is water transportation provided both above and below The Dalles there is no occasion for rates being made. The establishment of a tariff of 25 cents a ton on wheat, loaded on the cars of the portage road, means a through tariff of practically \$3 a ton from Lewiston, against \$3.85 by rail. The Open River Association has no announcements to make concerning steamers further than that negotiations are now in force, looking to the acquisition of suitable craft, but these same conditions have been reported for weeks.

Cattle shippers are kicking about the law passed at the last session of the legislature, requiring them to pay \$3 for an inspection of brands before a shipment can be made. Several small shipments of cattle are now about ready to leave here, cars having been ordered for them, but owing to the inspection charges they are being delayed in hopes that some arrangement can be made whereby the shipper will not be compelled to pay the charges. The law was passed with a view to checking cattle stealing and while the intention of the law is good, shippers say its enforcement is a farce in a great many instances, as it is impossible for an inspector to secure all the brands on cattle in the way in which cattle are inspected. They say if cattle were run through a chute, or inspected separately that there would be some possibility of securing an accurate inspection, but where an inspector walks through a corral and takes down the brands in sight, in a moving herd of cattle, that it becomes an expensive and valueless farce.

## CATTELMEN COMPLAIN OF NEW LAW

It is said by many of the prominent shippers that so far there has not been a thorough inspection in the state since the law was passed and that until arrangements are made at stock yards for the careful and systematic inspection of every animal shipped there is little use to impose the charges upon them. Baker Democrat.

## Announcement

Boyd Adams, having purchased an interest with C. C. Dunham in the New York Racket Store, and they having purchased the stock of Clothing and Furnishing Goods of B. Gormley desire to announce to the public that the new firm has moved into the building formerly occupied by Mr. Gormley and will do business in our new quarters under the firm name of the

### OWL CASH STORE

In our new quarters we have more room and in addition to the large stock which we now have we will add several new lines making our store the most complete and up-to-date in the county. We wish to call your special attention to our Shoe Department as we intend to make this our specialty and cater to the wants of the particular. Thanking you for your patronage in the past and with a cordial invitation for all to call and see us in our new quarters we are

Yours respectfully,  
DUNHAM & ADAMS



### Professional Cards.

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Prineville, Oregon.

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

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