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City Hall

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NO. 40

J. E. Stewart & Co.
(Successors To MICHEL & CO.)
General Merchandise

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

WILL PORTLAND LOSE INLAND TRADE?

Business Men Express Bitter Feeling Against Oregonian-Move to Boycott Portland Wholesalers.

Are the Portland wholesalers to lose the \$500,000 trade which flows into their coffers annually from Prineville because of the recent studied efforts of the Oregonian to undermine the business interests and social standing of Crook county? The question is better answered by the feeling now prevalent among the heaviest buyers in this city that Portland should no longer be the mecca to which the local merchants go each year to expend a half million dollars buying goods. The exact intent of the local business houses is better expressed in the following communication, and the sentiments expressed therein are echoed by those who spend all the way from \$50 to \$100,000 yearly in the state's metropolis:

"Editor The Journal:—Owing to the fact that the Portland Oregonian claims to voice the sentiment of the people of Portland, I think the time has come for the business men of Prineville to change the system by which they have done business for over a quarter of a century, and to take up with a trade center where we are not stamped as barbarians, and where we can meet those people who take our money and our company on a footing that will come nearer equal.

"The business men of Prineville for the past 25 years have been doing from \$300,000 to \$500,000 worth of business with Portland every year only to learn now that we have no standing and that the community is composed only of a class of law breakers and horse thieves who are totally obnoxious to the rest of the state. There are good people in San Francisco, Seattle, Tacoma and Spokane who would be delighted to break into the \$450,000 worth of business that went out of Prineville during the past 12 months, and they would be satisfied with our integrity and our methods of doing business.

"It may of course be possible that our 25 years of life on the sage brush plains has made us uncouth, and that the isolation of 25 years at hard labor has disqualified us from associating with gentlemen represented by the Oregonian and the Telegram, but I see no reason on earth why we should allow them to come in and demand our business and money with one breath and denounce us as horse thieves and gamblers with the next, and to assert that no man's property or life is safe.

"We admit that there have been crimes committed in Crook county. What county is free from it? We admit that sheep have been killed and that horses and cattle have been stolen, and if the Oregonian will show a condition in Portland that is any better I will admit we are not doing our best to put down lawlessness. But at the same time there is a vast difference in the conditions surrounding Portland and Crook county. It may be said that every man in Portland is under police surveillance and that it would be difficult to travel the short distance occupied by a city block without meeting or seeing a police officer. At the same time there is not a Portland paper sent from the press that does not chronicle a crime. Some of them are atrocious. Gambling has been carried on openly, up to the last six months, ever since Portland was named, and the depravity of Portland's famous "North End" has never been outdone in any city of the United States. In this respect Portland has not changed

much lately; if it has the change has not been for the better, and the city itself is not as yet exactly rid of hold up artists, pickpockets, roof climbers and footpads, let them say what they will.

"On the other hand, Crook county has an area 16 times larger than Multnomah county with less than 5 per cent of the population, or about 8000 souls. Of this amount 1200 reside in Prineville, 1200 more in Haystack and 2800 more in the Deschutes valley. The rest are scattered over an area of 7000 square miles of Crook county's mountains and deserts, and there is one peace officer to patrol the whole county, collect the taxes, attend all civil business of the several courts which comes to a peace officer, summon juries, witnesses, etc., on the munificent salary of \$2500 gross per year out of which all clerk and deputy hire must be paid. And yet the Portland Oregonian decries the lawlessness existing here and accuses her officers of negligence.

"I for one don't like the system and I have no hesitancy in saying that if the people of this community have the self respect, that I believe they have, they will get together in an effort to secede from the race of grafters and pettifoggers represented by the Portland Oregonian and Telegram and do business with some city where the people at least don't know we are quite so bad.

"Business Man."

CROOK COUNTY LAND GOES FAST

Assessor's Records Show That 411 Persons Last Year Acquired Land in This County.

The rapid acquisition and settlement of Crook county's public domain is shown in the abstracts from The Dalles land office furnished to Assessor Lafollett in which is detailed the individual final proofs during the past tax year on homesteads, desert claims, lieu land selections and timber claims and the acreage of each.

Between March 1, 1904, and March 1, 1905, there were 411 receipts issued by The Dalles office to persons who had acquired land in one form or another in Crook county, the total area approximating 60,000 acres. From the Burns land office abstracts of 1000 acres in the eastern part of the county were forwarded, and the state land board has furnished a list of lands in this county deeded by the state during the year's time, all of which is assessable. The total new land from all sources, which will be placed on the assessor's books for the first time this month, amounts in round numbers to 150,000 acres, and in consequence the assessment roll this year, owing to the many new holdings acquired by individuals, will show several hundred new names among the list of tax payers.

Assessor Lafollett has not as yet received the abstracts of lands purchased under the jurisdiction of the Lakeview land office, but these are expected in a few days. The latter district includes a border of several townships along the southern edge of Crook county, where a large number of timber claims have been taken during the past twelve months and these will also add to the total new assessable area.

RATTLESNAKE RIDES IN AUTO

While Percy F. Megargel of Buffalo, N. Y., and David F. Fassett, of Lansing, Mich., the two transcontinental automobile tourists, sent out by the American Motor League on a voyage of discovery in their touring car, the "Reo Mountaineer," were passing through Lodge Pole, Neb., they ran into a group of rattlesnakes sunning themselves in the trail. The sighting of the snakes was too sudden to admit of stopping the flying automobile and the reptiles were run down. When the rapidly revolving wheels struck the rattlers they were thrown high in the air, one big angry fellow coming down in the tonneau of the car. The brakemen were applied and both men jumped out of the car, leaving his snakeship in possession. The rattlesnake finally dropped to the ground where he was dispatched. The Reo Mountaineer has now covered 2,300 of its 10,000 mile tour of exploration, reports being sent into the American Motor League covering each section of the road. Mr. Megargel thinks there is a good chance of the United States government building a transcontinental road in the near future and the American Motor League with its twenty thousand members is working along these lines.

At Cheyenne, sprags were attached to the rear axle of the Reo car and sand tires taken on board preparatory to a hard journey over the Rocky Mountains, which will be encountered a few miles west of this city.

The tourists attired in leather and corduroy and tanned until they are as brown as Indians, appear to be in the best of health

and express little fear of the hardships that may come to them should they get caught in a snow storm in the Cascades or Sierra Nevada mountains and be compelled to spend the winter among the snow capped peaks. It is expected that Portland will be reached on September 28.

PORTAGE ROAD PROVES ITS WORTH

Portland and points on the Upper Columbia, above Celilo, are now connected through the medium of steamboat lines and the Portage Road, for the steamer Columbia has completed a trip to Celilo, the Portage Road is operating, and the D. P. & A. N. has established a bi-weekly service between Portland and the Big Eddy.

This information was given out by Joseph N. Teal, of the Open River Association. Mr. Teal states the question of rates and the schedule for the service on the upper river will not be published until it has been determined just what can be done at the present stage of water and with only one craft running, but work has started on the raising of the Jerome, the new boat which went down about two weeks ago, and she will be operating again soon. Her machinery has been removed and the remainder of the work is said to be easy.

The service on the Middle River will remain the same as at this time, with the exception that every Wednesday and Saturday the Regulator line will send one of its steamers to the Big Eddy and there load from the Portage Road such freight as has been accumulate. With two steamers navigating the waters above Celilo, the traffic will increase and more facilities will be added to those on the Middle River as business warrants. Promises of heavy trade are so great on the upper stream that it is not thought possible for the Columbia to look after any but that confined to the districts on the north bank. On the opposite side there is a tremendous amount of wheat awaiting shipment, and this has proven that there will be much business worked up of an entirely new nature.

CANAL AND TUNNEL TO COST \$500,000

The specifications for the tunnel and main canal of the Klamath project are in the hands of Chief Engineer Newell, at Washington. The specifications cover the construction of 3000 feet of tunnel 13 1/2 feet wide by 14 1/2 feet high, 3000 of concrete-lined canal, and ten miles of earth canal, 50 feet wide on the bottom, 70 feet wide at the top and 11 feet deep. This work will cost about \$500,000.

The main canal will have its intake at the head of Link River, and will form a feeder from which water will be turned through laterals to irrigate the entire east side of the Klamath Valley. This mammoth canal will carry 1500 cubic feet of water, which is one and a half times as much water as is now running in Link River. Link River connects the Upper Klamath Lake with Lower Klamath Lake. The river is now at the lowest stage ever known, and in ordinary years there will be enough water in Link River during the dry season to fill the canal. The velocity of the water through the tunnel will be ten feet a second.

The diamond drill work at Keno and on the tunnel site there has been finished, and the outfit goes to the Clear Lake and Horse Fly Flat reservoir sites this week. The drill work on these two sites will be the last on the Klamath project.

For the past six months the Reclamation Service has been experimenting with different kinds of material found there with which to manufacture Portland cement, and at last material found from which an excellent quality of cement can be made. From samples sent to Roosevelt, Ariz., recently, cement was manufactured at the Government mill, and a small briquette made which showed a test of 565 pounds, which is above the average.

Professional Cards.

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

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

Chas. S. Edwards, H. P. Bolknag
(County Physician)

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

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