

# Crook County Journal

VOL. X

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NO. 37

Oregon Historical Society  
City Hall

Make Money To-day

## Read School-Shoe Sale

200 pairs up-to-date Shoes at at one-half to two-thirds regular price. Each pair tied together, marked in plain figures and placed on our Bargain Counter.

Come and Look -- We Mention a Few

Child's School Shoes	-	50c to 1.00
Misses " "	-	75c to 1.50
Boys " "	-	75c to 1.50
Ladies Dress Shoes		75c to 2.60

If You Miss This Sale You Lose.

## C. W. ELKINS

### Shaniko Warehouse Co.

Shaniko, Oregon

General Storage, Forwarding

A N D

Commission Merchants

Dealers in Blacksmith Coal, Flour, Barbed Wire, Nails, Cement, Lime, Coal Oil, Plaster, Sulphur, Wool and Grain, Sacks and Twine, Grain and Feed. Agents for Wasco Warehouse Milling Co's. "White River" and "Dalles Patent" Flour. Highest price paid for Hides and Pelts.

Special Attention is paid to Wool Grading and Baling for Eastern Shipments.

Stock Yards with all the latest and best facilities for Handling Stock.

Mark Your Goods in Care of  
"S. W. Co."

### CROOK COUNTY BANK

OFFICERS:

W. A. BOOTH, President  
C. M. ELKINS, Vice President  
FRED W. WILSON, Cashier

DIRECTORS:

W. A. BOOTH, O. M. ELKINS,  
D. F. STEWART, FRED W. WILSON.

Transacts a General Banking Business

Exchange Bought and Sold

Collections will receive prompt attention

A Mountain of Gold.

could not bring as much happiness to Mrs. Lucia Wilke, of Caroline, Wis., as did one 25c box of Bucklen's Arnica Salve, when it completely cured a running sore on her leg, which had tortured her 22 long years. Greatest anti-septic healer of Piles, Wounds and Sores. 25c at D. P. Adamson and Tompston & Son Drug store.

## RAILROADS IN OREGON

Great in Area but Small in Mileage.

### A WONDERFUL STATE

It is on the Eve of Great Developments—Now is the Appointed Time.

Oregon is one of the greatest states in respect to area and one of the smallest in railway mileage. With 94,560 square miles of land surface its railway lines aggregate only 1,750 miles—one mile to 54 square miles of territory. This is small railway mileage, actually and comparatively. Newer Washington on the north has 3,232 miles of road to 66,800 square miles of land—one to 20.6; California on the south with a territory 1 1/2 times that of Oregon has 3 1/2 times her mileage; Kansas with 13,000 square miles less has nearly 7,000 miles of railway more; Illinois with less than two-thirds the area of Oregon has 6 1/2 times its mileage. To compare favorably with these states in ratio of mileage to area, Oregon to equal Washington should have 4,590 miles instead of 1,750; to compare with California it should have 3,782 miles; to match Kansas it should have 10,279 miles; to equal the unequalled railway state of Illinois it should be covered with nearly 20,000 miles of railway.

Oregon is a state of diversified climate and production; of large areas that may never be productive, but of larger areas that only need transportation—some of them transportation and irrigation combined—to develop great productive capacity for lumber, grain of many kinds, wool, livestock, dairy products, fruit, vegetables, minerals and varied products manufactured from mills propelled by the abundant water power. But Oregon hitherto has not looked as inviting to railway builders as many other states in respect to geographical and physical conditions. Along its north line for 300 miles flows the navigable Columbia river; its western coast more than 300 miles long is watered by the Pacific and a number of indentations furnish possible landing places for coasting craft, although in real natural harbor the Oregon coast is lacking. Parallel to the ocean, 60 miles or so away, the noble Willamette river flows through a fertile valley shut in by the coast range on the west and the formidable Cascades on the east, and in this narrow valley and along the great Columbia nearly all the railways run and most of the population exists. The rivers and railways and not the sea have caused the development thus far secured; the railways alone now can open up the vast unpeopled regions in the interior and the lonely line of seacoast, and this they are setting about to accomplish.

The Southern Pacific and Union Pacific lines of the Harriman interests practically constitute the railway mileage of Oregon at present, and to these great interests the state looks, hopeful of rapid development. Of the 1,750 miles credit to the state in 1905, the Harriman lines represent 1,350 miles. The remaining 400 miles are mostly made up of the Astoria & Columbia River road from Portland to the ocean, 122 miles, and the Corvallis & Eastern from Yaquina Bay eastward to the foot of the Cascades, 142 miles—two parallel but widely separated roads, controlled by one interest in San Francisco, which are natural feeders of the system with which they connect. The Northern Pacific owns 40 miles from Portland to the Columbia river on its Seattle line—the entire share of the Hill

roads in Oregon territory at present. The Southern Pacific roads consist of the main line of the Shasta route from San Francisco to Portland running from 370 miles through the length of Oregon, and four or five shorter lines paralleling it along the Willamette valley. Under the same progressive influence the Oregon Railway & Navigation road operates a great line along the south bank of the Columbia river and thence on into Washington and Idaho. Of this line 404 miles, from Portland to Huntington, lie in Oregon, with a number of branches, making a total of 652 miles of the O. R. & N. now operating in the state.

The Union Pacific-Southern Pacific interests thus own practically the entire railway system of Oregon as it stands today. What are they going to do about the development of the vast territory in that state which the railway has not reached? Evidently these combined interests are moving forward on a defined plan to cover with a system of serviceable inter-related railways the great region which in a transportation sense they may be said to possess. The official organization of these companies is arranged for efficient independent action in Oregon. The immediate executive, constructive and operative management of both the Southern Pacific and the Oregon Railroad & Navigation lines in Oregon is centered in Mr. J. P. O'Brien, vice-president and general manager, with headquarters at Portland. In him are concentrated the plans and powers of the chief executive at New York and of the operative and traffic heads of the whole Harriman system located at Chicago. With a calm, reasonable, candid attitude, Mr. O'Brien has met the popular tendency to suspect railway corporations to an extent proportionate to their magnitude, and has inspired confidence in the purpose of the Harriman interests to give Oregon a system of transportation facilities adequate to both its present needs and its great possibilities.

Such a system is in progress. Within a few months work has been completed or commenced on a dozen different lines, radiating east and west from the trunk line in the Willamette valley or south from the Oregon Railroad & Navigation road, which will add about 1,100 miles to the system in Oregon. Prominent among these is the Oregon Eastern railroad, projected to extend from Natron on the Snake river, a distance of something like 400 miles. From this a long branch will run northward up the Deschutes valley and connect with a line from the Columbia river; while another branch, already under construction, will reach south to the fertile regions of Klamath lake and meet a branch now building from a point on the Shasta line a little below the Oregon border. Other lines include the Great Southern railway to run from Dufur south about 120 miles; a line from Elgin east to Joseph, 63 miles, under construction; the Condon branch, Arlington south to Condon, 45 miles, built; the Deschutes railroad from Deschutes south 40 miles; the John Day railroad, from John Day south 40 miles; a short line from St. John, near Portland, to Troutdale, 20 miles; the Oregon Western, under construction from Drain, on the Shasta route, west to Marshfield, 81 miles; the Umatilla Central, from Pendleton south 35 miles, and sundry important cut-offs which connect existing lines and shorten distances.

To increase the facilities for reaching and leaving Oregon with people and products the Union Pacific interest has determined to build its own road between Portland and Seattle, and has also undertaken the seemingly superfluous duty of building down the north bank of the Columbia river a line to Portland over 200 miles long, paralleling its O. R. & N.

road along the south bank. By strange coincidence the Northern Pacific people—that is to say Mr. Hill—are vigorously building a line alongside of Harriman's graders, and are sure to push into Portland a competitor to the latter's line which will increase the importance of the Oregon metropolis and indirectly the growth of the state. Meantime the parallel north bank road is under way and the conviction is gaining ground in Portland that eventually it will be used to give entrance to a new empire building road, the Chicago Milwaukee & St. Paul. Outside of and contiguous to Oregon all the existing roads are building branches and developing activities from which that state will necessarily receive benefit. Much more important in the way of internal development will be the line, if it ever is built, which the Chicago & Northwestern for many years has had occasional dreams of building across Wyoming, Idaho and central Oregon to the Pacific, with Yaquina bay the probable terminus. Add this great through line to the Oregon Eastern which the Southern-Union Pacific have started, and which will be fed also from Idaho by a long road that is to be built down the east bank of Snake river through Huntington to Lewiston, and Oregon will need little more in the way of east and west lines.

Along the eastern base of the Cascade range the Deschutes river carries an exhaustless stream of water northward for 175 miles or more, to the Columbia river. Along its upper waters, in Crook county, the Deschutes Irrigation & Power Company, under state supervision, has built two main canals with feeders and laterals aggregating 210 miles of canals, and has set about the reclamation of 215,000 acres, equivalent to 336 square miles of land. The yields already obtained on small tracts in this arid region are declared to prove the success of the irrigation movement, here and in other parts of Oregon, and the state authorities are gratified.

Railways will be built where transformations like this are possible, and although interior Oregon has great regions where irrigation will not be practicable, yet the snows of the many mountains and the numerous streams and lakes will supply water to redeem no inconsiderable part of what have been considered the waste and useless portions of the state.—Railway Age.

### Buy Cattle.

J. D. Combs had scarcely returned from his trip to Baker with a bunch of cattle for the Carstein Bros. of Seattle, when he went in to the lower John Day and Wheel er countries and picked up a bunch of 900 head, steers and cows says the Grant County News. It required only a few days, less than a week, to complete the deal.

Mr. Combs paid \$22 for two-year-old steers, \$30 for three-year-olds, and varying prices according to quality, for cows. He says the stock was not in every instance of the best, but that he secured some splendid animals. He has not determined what disposition to make of the bunch yet, and may feed them.

### Buying Stock.

There have been a number of stock buyers in Long Creek during the past ten days and some important sales have been made. Joe Hayes, of Heppner, bought 600 two-year old ewes of Grant and Steve Harer paying \$3.00 a head and 107 head of Mulkey & Fields for \$2.50 a head. Jim Jones, of Pendleton, has been buying cattle and has secured a good number at \$15, \$18, and \$21 per head. Three men from North Yakima were in Long Creek last week after horses and paid as high as \$60 a head for saddle horses.—Long Creek (Grant County) Ranger.

## JOIN THE BOOST CLUB

At the Redmond Fair Next Month.

### PREMIUM LIST OUT

A Long List of Prizes Offered to the Ladies of Crook County.

The Booster Club is the name of a new organization whose purpose is boasting Crook county. Join at the Redmond Fair, where open house (or tent) will be kept for that purpose.

What is the use of having one of the biggest counties in the United States if we don't let people know we are here. Come and see us and see how very much we are here.

The Redmond Fair Grounds are becoming more and more a settled fact each day. The irrigation company has already spent a great deal of money and is still doing all it can to make Redmond's first fair the grand success that it is sure to be.

Much money will be awarded in addition to the regular speed program for sports and athletic events. Announcement will be made before hand for the first day's events and subsequent events will be announced on the grounds.

The premium list of the first annual Redmond fair has just been printed at the Prineville Journal office and will be mailed to any address upon application. First and second premiums are offered on one hundred and twenty-nine different articles. There is no reason why every rancher in Crook county should not secure at least one prize. First and second premiums are offered on horses, cattle, swine, sheep, poultry, farm products of all kinds, fancy work of all kinds, oil paintings, water colors, hand painted china, butter in rolls or bricks, doughnuts, cookies, corn bred, yeast white bread, baking powder biscuits, layer cake, loaf cake, assortment of cakes (not less than five), homemade pickles, glass jelly, canned fruit, potted plants, bouquet of cut flowers, and last but not least comes the baby show. Prizes are offered for the prettiest baby between three and nine months old, and between nine and eighteen months.

Write E. C. Park, the secretary of the fair association for a premium list.

### A Good Joke on Sisters.

In a little town called Sisters east of the mountains history has not been the strong point of the inhabitants and they seem to think that they are yet colonists under King George's or King Edward's crown. Over a neat building bearing the sign "United States Post-office," a British flag flaunts itself proudly in the breeze and the townspeople go to and from their marketing unconscious that they have passed out of the taxation without representation days.

Forest Inspector D. D. Brownson in his recent fiery investigations ran across the little hamlet and caught his cockney companion saluting the flag reverently and bursting into song, "God Save the King." "Give me tuppence ha'penny worth of tobacco," the inspector said to Uncle Sam's representative and Sisters' provider of general merchandise. "Hey?" in blank amazement. "I thought you must be English with that flag out there." "Oh, that flag—is that English? I sent to Portland for a flag to decorate with on the Fourth of July and this came on we thought it was some kind of new-fangled American flag, so we just flew her." And the people of Sisters had celebrated the glorious Fourth and the freedom of the States from British rule and heard a spread-eagle oration all under the British flag and never cracked a smile.—Portland Journal.

1-4 Off 1-4 Off

CLEARANCE SALE IN

## Gents' Summer Underwear

CLAYPOOL BROS.

Prineville, Oregon