

Crook County Journal

VOL. X

PRINEVILLE, CROOK COUNTY, OREGON, OCTOBER 18, 1906.

NO. 44

JUST ARRIVED. Fifteen Styles of Air Tight Heating Stoves which we are Selling at Very Low Prices. YOU WILL NEED ONE

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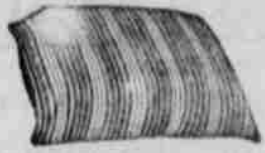


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Cmfrts, Quilts and Blankets

C. W. ELKINS

EVERYBODY WELL PLEASSED

The Second Annual Crook County Fair a Thing of the Past.

The second annual Crook county fair has passed into history as an unqualified success. The display of grasses, grains, vegetables, fruit and livestock will forever set at rest the contention that Central Oregon is nothing but a stock country. The success achieved was far beyond the hopes of the promoters of the fair when the question was taken up a couple of months ago to hold a fair this fall. There were two factors that would seem to militate against success—one was the unfavorable season and the other was the burden of indebtedness under which the fair association was struggling. The exhibits on display would silence the objectors to a fair on the grounds of an unfavorable year, and the answer to the second will be the wiping out of the total fair association's indebtedness. If the debts are not entirely paid up there will not be much of a balance left to be carried over. It is a little early at this writing to give exact figures, but the officials are in a most optimistic frame of mind and are determined to make the Crook county fair of sufficient importance to secure favorable dating with the district fairs of Eastern Oregon.

Overtures were made to the Redmond people who took such a conspicuous part in helping us out with exhibits and otherwise, to combine with us and make one good, big fair that would compel both attention and attendance. It is the belief of the fair officials it would be better for all concerned and hope that the Redmond people will take up the question before they put too much money in buildings and grounds over there. The Prineville people will meet them in a spirit of fairness and will grant any reasonable concession they may ask.

As it is impossible to publish the premium list this week owing to the fact that many exhibitors have not yet handed in their exhibit cards, we will mention briefly some of the main exhibits and give in detail the list of awards next week.

First and foremost comes the display made by the "desert" people of Redmond. They brought over field corn ten feet high, fully matured, with three and four ears to the stalk; one pumpkin weighing 95 pounds and another weighing 76 pounds; 22 potatoes that weighed 30 lbs; cucumbers that measured 17 inches in length; also a display of oats, rye, wheat, alfalfa, vetch, table and sugar beets, okra, radishes, tobacco, tomatoes, muskmelons, watermelons, ground cherries and huckleberries. We also noticed sheaf and hog millet and orchard grass five feet in length. The exhibit was an eye-opener to those not familiar with conditions in western Crook county. The Redmond exhibit which was in charge of Col. Bebeber was awarded a special prize of \$20 for the fine showing made.

There was a fine display of potatoes. Some 32 exhibitors were represented.

Mr. Boegli had a fine display of fruits and vegetables. There were twenty-two varieties of apples, several varieties of peaches, pears, three varieties of grapes, common ground cherries, improved cherries, English walnuts, hard shell almonds, tomatoes, etc.

Charles Lister had 12 varieties of apples, pears, etc.

William Smith took first premium for forage grasses. He had 14 varieties.

George Summers took second prize with 12 varieties.

The display of blooded stock attracted much attention. J. H. Gray had a fine lot of Herefords, as did also M. R. Biggs.

John Schmeer of Juniper Butte, had a string of fine thoroughbreds,

among them the stallion "Caution," sire of "Oregon Babe," the three-year-old that has a record of 2:10. Out of five entries he got four firsts and one second.

The horse races proved an attractive feature of the fair. There were not as many outside horses as was expected which was owing to the limited time in which the racing program was got up. The quarter-mile dash for Crook county saddle horses Wednesday, was won by Art Wurzeiler's "Rattler," "Ben," second. In the three-eighth mile race Pollard's "John H." took first money; "Larry" second. In the three-eighth-mile dash on Thursday, "Larry" took first money and "Toots" second. In the half-mile "John H." took first and "Fred Walker" second. In the quarter-mile pony race Friday "Daisy" took first and "Bess" second. "Rattler" also took first money Saturday in a quarter-mile dash. There were some squaw races interspersed during the meet which provoked much merriment. The judges were Will Wurzeiler, John Henderson and Chas. A. Bedell.

The County school exhibit was most complete and reflects great credit upon the county.

The ladies' exhibit was fine, covering all departments of woman's work.

Mrs. George Millican had a very interesting display. She has one of the finest Indian curio collections in the state and was given a corner of the pavilion in which to make an exhibit. It always attracted a large crowd of spectators.

The exhibit of the Gatewood Mining Company shows that Crook county has mineral wealth that will prove a valuable asset when properly developed. The mines from which the ore was taken was dedicated but a few weeks ago.

Crook County Dry Farming a Success.

Joe Marnach had the banner crop of grain in this locality, this season, and he secured it as a result of the application of one of the important principles of the "dry farming" methods, that of the sub surface packing, which packs the ground underneath and leaves it loose on top. Off of 40 acres of his ranch four miles southwest of this place, he secured this year 1600 bushels of barley, an average of 40 bushels to the acre. The soil on his ranch is no better than that on dozens of other places in that locality, and the big yield must be attributed to the method of farming which he followed, says the Madras Pioneer.

Last year a new farming implement was left in Mr. Marnach's hands by an implement house, for trial. It was one of the various kinds of sub surface packers which have come into use with the Campbell, or dry farming methods of cultivation. It is a machine which packs the soil underneath to a depth of six or seven inches, and leaves the surface loose. The purpose of the machine is to thoroughly pack the soil underneath, forming a good storage reservoir for the moisture and at the same time increasing the capillary attraction so that the moisture may later be supplied to the roots of the growing plants from below, as needed. When the ground is plowed the furrow slice turning over on to the stubble and weeds forms air cavities underneath, aiding evaporation and preventing the plant from getting the full benefit of the moisture that has been stored in the ground. To prevent this is the main purpose of the sub surface packer. The top of the ground is left loose, soon dries and forms a dust mulch on top, which aids in conserving the moisture in the ground, by preventing evaporation.

On forty acres of his land Mr. Marnach followed the plow with the sub-surface packer, while on eighty acres adjoining he did not do so. On the forty acres packed he secured a crop of 40 bushels to the acre, while on the adjoining land, farmed under the old methods, he secured less than half as much. The success of Mr. Marnach's experiment is an indication of what every farmer in this locality may expect if he can but be induced to follow these methods of "dry farming" which are proving the salvation of the great arid regions of the West.

THE PRINEVILLE FLOURING MILL

A Home Institution That Leaves Lots of Cash with the Farmers.

The Prineville Flouring Mill is the scene of much activity these days. Farmers are busily engaged in unloading grain and the rumble of machinery is heard all day long and far into the night. The mill started up a few weeks ago when this year's supply of grain commenced to arrive. As the season advanced the supply increased until now the conversion of wheat into flour is kept up sixteen hours a day. If the necessity requires the mill will be kept running night and day, thus turning out from fifty-five to sixty barrels of flour a day, besides twenty tons of feed.

"The grain this year is somewhat shriveled," said Mr. Stewart, "but it is on an average better than was expected." The quality of the flour turned out will in no wise be effected and its present high standard will be kept up.

The machinery employed in converting the wheat into flour and feed is of the latest pattern. Every labor saving device has been called into requisition and one man can now do the work of a dozen a decade ago. The grain is received at the main entrance to the building and is dumped into a hopper which cleans, weighs and separates it. The screenings are taken out and returned to the farmer and the actual weight of marketable grain is shown on the scales. From here it is conveyed by machinery to immense storage bins where it is kept until needed. These bins have a combined capacity of 20,000 bushels of wheat and 10,000 bushels of oats and barley.

A trip through the mill is interesting. The explanation of the uses and purposes of the different machines and the effect on the grain is highly instructive. There are cleaners, purifiers, scalpers, bolters and grinders with a multiplicity of chutes and pipes running in all directions and for all kinds of purposes. Automatic packers fill and weigh the finished product into sacks ready for shipment to the consumer.

An electric lighting plant is in operation in the building and furnishes the light used in the mill. In all there are three separate turbine wheels that furnish the motive power for different sections of the mill machinery. It is thus possible to make repairs when necessary without shutting down the whole establishment. A big saving is also made in the cost of maintenance where this plan is pursued. The main shafting of the building is all ball-bearing and wear, tear and friction is reduced to a minimum.

The old stone method of grinding flour in vogue before steel rollers put it out of date is still in use. Its operations, however, are confined to making corn meal and graham flour.

The Prineville Flouring Mill is putting lots of cash into the hands of our farmers for wheat, oats and barley, and this cash in turn finds its way into the coffers of our merchants and others and all reap a direct or an indirect benefit.

Notice.

All persons knowing themselves to be indebted to me will please make some arrangement to pay the same either in whole or part. The firm has left me without a home and I must have the money to rebuild and furnish the same.

Yours Respectfully,
Dr. E.O. Hyde.

10-11-21

Bucks for Sale.

At the T. S. Hamilton ranch, near Ashwood, Crook Co., Oregon. Three hundred head of yearling Delaines and Spanish Merinos. None better in the country. It costs nothing to see them. All customers treated alike. 9-20-1m

The best, lightest running and cheapest sewing machine is found at A. B. Lippman & Co.'s

May Block the Trunk Line.

As it is impossible to follow the Deschutes river with a line located over 100 feet above the surface of the stream, there will be no railroad into the rich Central Oregon country by the Deschutes Canyon route says the Oregonian.

Instead the Harriman system will, in all probability, build in from the Natron-Ontario cut-off between the Southern Pacific and Oregon Short Line. Besides the branch projected from the main line of the O. R. & N. down the Deschutes by that company there was a second corporation in the field—the Oregon Trunk Railroad Company, which was formed for the purpose of entering the same territory.

The reason the two lines have been suspended is because the United States Reclamation Service proposes to construct a dam across the stream which will tower to a height of 90 feet above the surface and it is planned to install extensive pumping facilities to secure water power for the generation of electricity, which will in turn be carried a distance of 100 miles to be used in pumping water in connection with the Umatilla irrigation project.

Construction had actually been begun by the Oregon Trunk when notice was received from Washington, through the Land Office at The Dalles, to the effect the Reclamation Service had made a filing for water power on the Deschutes. Maps of location were returned to the railroad officials and it was stated that if the right of way were still desired it must be raised to a distance of 100 feet above the first location. The survey, as shown on the map and in field notes filed with the department, showed the line was on an average from 8 to 10 feet above the surface of the stream, so to take advantage of the proposition afforded of constructing 100 feet above the river would mean the road would be practically 20 feet higher than the top of the dam.

The walls of the canyon offer countless obstacles under ordinary circumstances for railroad engineers, and in places are perpendicular. This would necessitate the roadbed being "benched" or virtually chiseled in the rocks and would prove so expensive, the promoters declare, it is prohibitive. Another feature taken into consideration is the difference in grade. The survey made was on a grade of less than 1 per cent, while with the line perched high on the walls of the canyon, a considerable climb would have to be overcome. The idea was to construct into Central Oregon as far as Madras, the gateway of that empire. In view of the possibility that the Reclamation Service may discard the power scheme, the railroads returned their maps to be filed, and, if in the future the way is open, one at least will be completed.

In the meantime the proposition of entering the region from the South is being seriously considered. A survey has been made from the east-and-west line of the Harriman system and this will undoubtedly be realized. Some time ago, when it was determined the talked of extension of the Columbia Southern would not be carried out, a party of surveyors was sent in from Shaniko and a complete location was made for a branch line. In time this could probably be connected with one of the feeders leading south from the O. R. & N. main line, or if conditions were favorable, brought through Deschutes Canyon.

The prospects of a road from the Columbia river, with the possibilities of extensions later on the part of the Oregon Trunk, and the knowledge that the Harriman feeder would provide an outlet to Portland and East, were enthusiastically received in Central Oregon, but since the decision of the Government was announced it has been pointed out that if the Reclamation Service engineers desire sites for water power plants, they are to be had in numbers on the Deschutes above Madras and below Matoles and Crooked rivers.

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