

Crook County Journal

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NO. 34

Oregon Historical Society
City Hall

Mid - Summer Sale

KEEP COOL THIS HOT WEATHER

Here is Your Chance

Canvas Shoes

AT LESS THAN COST

Every pair of Lady's, Misses' and Children's White or Gray Canvas Shoes at less than actual cost.

- Kid or Patent Oxfords.
- Boy's and Men's White Canvas Shoes.
- Bicycle Shoes.
- Patent Leather Oxfords.
- Child's Barefoot Sandles.

Duck Dress Skirts

42 White Duck Dress Skirts, in the best and newest styles at \$1 to \$1.20 while they last.

White Goods Sale

Actual cost goes on Muslin Underskirts, Night Dresses, Corset Covers, White Parasols, Fancy White Waistings, and Printed and Colored Lawns.

The above articles are Going at a Fraction of their Actual Cost.

C. W. ELKINS

The Dillon Feed Yard
Alex Baldwin, Prop.
Fine New Livery Rigs for Hire

The traveling public guaranteed careful attention and prompt service. Team and Saddle horses for rent. Horses for sale. General team work done. Country trips a specialty.

July Reduction Sale of Ranges, Stoves and Heaters Furniture, too, Must Go

Room we must have in order to set up my wood working machinery. Therefore my stock of Ranges, Stoves and Heaters, besides all furniture made on the Pacific coast will be sold at greatly reduced rates. Come in and see for yourself. If you need anything in the stove line between now and 1908 it will pay you to get my prices.

A. H. Lippman & Co
PRINEVILLE, OR

Eber D. Mossie
Sisters, Oregon

Real Estate, Brokerage and Insurance

Choice Improved Irrigated Farms for Sale

I can Save you Money Give me a Call

WILL TRY ROAD TRAINS

To Move Crook County Grain to Market.

The question of what we are to do with our surplus grain has been answered by the organization of a few of the business men of Prineville into what is styled as the Eastern Oregon Transportation Co. for the purpose of running road trains from Madras, the center of the grain belt, to Shaniko, a distance of 45 miles.

A representative of the company is now in California to buy equipment. He has secured a 70-horse power engine and six three-wheeled trucks. The engine weighs 25 tons and has a hauling capacity of 60 tons over grades of not more than 10 per cent. This railless locomotive is equipped with wheels seven and one-half feet in height which have a tire width of two feet.

The trucks are built on the same mammoth plan and the usual load for one of them is ten tons. At least two of the trucks are fitted with auxiliary engines, connected with the boiler of the engine proper, and in case of extreme emergency, steam is turned into these auxiliary engines. The carrying capacity of each is its own weight and load, and that of one other truck.

This combination makes the load of the engine proper other than dead weight, thus making failure of the enterprise almost impossible.

A complete survey has been made of the route and with slight alteration can be made comparatively easy, the greater part of the way being over level plains and the remainder a grade of less than 10 per cent.

The road train can haul 100,000 pounds of freight and will average about two miles an hour with this load, going night and day. It is expected to make the trip from Madras to Shaniko in 24 hours.

Warehouses are to be built at Madras and Shaniko for the storage of freight and grain.

Leo Lafollett left Prineville Monday with a crew of men and a quantity of dynamite to put the grade between Madras and Shaniko in shape to accommodate the heavy traffic. It is expected to have the road train running in about thirty days.

Teacher's Examinations.

Notice is hereby given that the County Superintendent of Crook County will hold the regular examination of applicants for state and county papers at Prineville, as follows:

- FOR STATE PAPERS
- Commencing Wednesday, Aug. 14, at 9 o'clock a. m., and continuing until Saturday, Aug. 17, at 4 p. m.
 - Wednesday—Penmanship, history, spelling, physical geography, reading, psychology.
 - Thursday—Written arithmetic, theory of teaching, grammar, book-keeping, physics, civil government.
 - Friday—Physiology, geography, composition, algebra.
 - Saturday—Botany, plane geometry, general history, English literature, school law.
- FOR COUNTY PAPERS
- Commencing Wednesday, Aug. 14, at 9 o'clock a. m., and continuing until Friday, Aug. 16 at 4 p. m.
 - Wednesday—Penmanship, history, orthography, reading.
 - Thursday—Written arithmetic, theory of teaching, grammar, physiology.
 - Friday—Geography, school law, civil government. Yours truly, C. B. DINWIDDIE, Superintendent of Public Instruction.

General Merchandise Stock for Sale.

The general merchandise stock of James Wood of Ashwood, Or., can be bought at a reasonable price if taken at once. Good location.

R. L. SABIN, Receiver.

Address all communications to P. B. GEAR, Ashwood, Or. 7-25 2t

The Land of Promise.

Away over in south-central Oregon, in southern Crook and northern Lake, for instance—is a good place for a poor, stout young man who wants to get a piece of land for a home, to go. Land there is cheap; much can yet be homesteaded and thus obtained for practically nothing. A large portion of it is not desert land, as has been supposed. Tens of thousands of acres that have been considered desert lands will produce crops, and a few years hence, with careful, proper treatment, will be producing fairly good crops and will be worth \$20 an acre and upwards. We speak of dry, non-irrigable lands. Irrigated lands will be far more valuable, but will cost more.

Those who go first into that very sparsely settled region will have the best chances. They should select a tract if possible where they can obtain water at a moderate depth, dig a well or make themselves pretty sure that water can be found, and the rest is easy. No, there will be hard work, and some deprivations; but up there is the making of many prosperous homes, on land now unoccupied except by livestock. Railroads are bound to come, and many other settlers, and thousands of farms will be developed on those now vacant plains.

A young man with a team and wagon and, say \$100, can go into that country now and by diligent, intelligent work in a few years can have a farm worth anywhere from \$2000 to \$10,000. Some young men can do better, but many do worse—work for wages, save nothing, and grow old without a home or property. There will be great development in that country during the next few years.—Portland Journal.

Sweet Pea Day at Adamson's

Saturday last was Sweet Pea Day at Adamson's drug store. The display was the best held so far by the members of the Civic Brigade. This common garden annual has within recent years been brought to a high degree of development as was shown by the exhibit. For fragrance and beauty the sweet pea is the queen of the garden.

Van Brink took first prize with some twenty-one different varieties. Edith King second prize and Agnes Elliott third.

Although there is no scale of points to aid judges in their decision, the size of blossoms, color, form, substance, number of blossoms on stem and size of stem are the essentials in forming a conclusion.

Mrs. Pearl Kaylor and Miss Iva Booth had charge of the exhibit. The judges were Mrs. L. Hodges, Mrs. Cyrus and A. H. Kennedy.

Railway Affairs in Klamath.

A dispatch to the Journal from Klamath Falls says that Engineer Journey and his assistants have already moved camp and are in Bonanza county, having finished their survey from Klamath Falls through the Lost river gap. They are working east from here to Lakeview, and it is said they are a division of the force battling for the large territory in eastern Oregon now without railroad transportation.

Engineer Journey's arrival, together with the announcement that rails have been ordered removed from the Coos Bay road to the California & Northwestern railway and worked rushed on the latter have awakened a great deal of interest in railroad matters. Further, it is announced that the California & Northwestern will commence shortly on the deep cut just north of this city, as this will furnish the material for the fill east of the city.

The deeds have been delivered to the Southern Pacific and the money paid over to Abel Ady, George W. White and Leo S. Robinson for right of way of six miles over their swamp lands below this city. This is the closing act of what appeared at one time about to become a source of trouble and delay. Altogether, railroad matters seem to be progressing favorably for the people of this section.

WILL HOLD A POW-WOW

The D. I. & P. Co. Under Suspicion.

According to Sunday's Oregonian there is trouble ahead for the Deschutes Irrigation & Power Co. This comes as a matter of surprise to the people of this country. The new contract with the State Land Board, so far as we have been able to learn, was satisfactory. The raise in price for the land being offset by more favorable terms in other directions. Under the old contract the expense of constructing the irrigation system was secured by a lien upon the land amounting to an average of \$10 an acre. If a settler wanted to buy the land he must pay off the lien. The lien was apportioned according to the amount of land in each 40 acres that could be irrigated and according to the quality of soil, so the price ranged from \$2.50 to \$17.50. The reclamation company was to maintain the canal system perpetually and have the right to collect from the water users \$1 an acre a year for each irrigable acre. The new contract fixes the lien at \$40 an acre for irrigable land and \$2.50 for waste land. Under the new contract the system must be completed in four years and at the end of ten years it must be turned over to the settlers, the company meantime collecting an annual water charge from the settlers of 80 cents an acre.

Acting under the new agreement the D. I. & P. Co. was going ahead to carry out its provisions. This meant the rapid settling up of this country. Idle land would be brought under cultivation and our latent resources developed, but with the uncertainty of an investigation hanging over the project nothing will be done.

Perhaps after all there is nothing in the Sunday story. It reads as follows:

"Are the colossal land grant grants of a generation ago in Oregon to be imitated in the Deschutes country, where 140,717 acres of land have been granted by the National Government under the Carey law, for the reclamation by irrigation companies? Three years ago, two companies were authorized by the State of Oregon and the National Government to reclaim land near Bend for an average of \$10 an acre, this money to be paid by settlers for the work and \$1 an acre per year for water service.

But recently the State Land Board—its new members being Secretary of State Benson and State Treasurer Steel—authorized the successor of the two companies—the Deschutes Irrigation & Power Company—to raise the charge from an average \$10 an acre to an average of \$25 an acre, thereby more than doubling the cost of reclamation to settlers and, as alleged, giving into the hand of the irrigation company a grant of \$2,000,000 or thereabouts.

"That Secretary Garfield and Commissioner Ballinger heard of this matter when in Oregon is evident. The Department of the Interior is reported contemplating an investigation. T. B. Neuhafen, special inspector of the Interior Department, and Oswald West, Oregon Railroad Commissioner, representing Governor Chamberlain, and formerly State Agent, will visit the site of the Deschutes project, to learn the cost of installing the water system. The general belief is that the new price is too high, and members of the State Board are not prepared to deny that this is a fact. Besides, sufficient security does not appear to have been exacted of the company to guarantee maintenance of the water system until it shall be turned over to the settlers.

"The company insists that the new charge is just, because the original contracts named too low a figure. They aver that cost of labor and material has so advanced that it is impossible to complete the projects at \$10 an acre. They cite that the government will be

able to reclaim the land in Klamath for less than \$40 an acre. It is asserted that the government always spends more on irrigation works than private companies, largely because aiming at greater permanency.

"Vast land grabs have been made in Oregon in the past by five wagon-road companies and three railroads which secured free gifts of the public domain. In not one case did the grantees keep faith with the government. They all used the land for their own enrichment, regardless of their pledges to the government. The most conspicuous of them is the Oregon & California Railroad Company, which obtained 6,000,000 acres, agreeing to sell it to actual settlers at \$2.50 an acre. Ever since it has denied the right to settlers to buy at that price and now refuse to sell 3,000,000 acres remaining of the grant.

It is now charged that similar tactics have been adopted by the Deschutes Irrigation & Power Co. to make the most of the land consignments to its trusteeship.

Turkey Red Wheat a Success.

A dispatch from Walla Walla says that the raising of Turkey red is somewhat new in that section, but it is believed to be the coming variety of Eastern Washington, as it is a harder wheat, maturing earlier than bluestem, and being less affected by dry weather. It also stands the cold weather of winter much better, seldom if ever freezing out, and is well rooted and in a growing condition by the time spring weather opens up.

C. L. Rowe, manager of the Acme mills, of Lamar, has done much to secure the introduction of this wheat from the eastern states. For many years Mr. Rowe was an active miller in Kansas and Nebraska where the Turkey red is the principal wheat grown, and after engaging in the milling business in Eastern Washington, Mr. Rowe became impressed with the idea that, according to the climate conditions and the demands of the milling trade, this variety would be the most profitable kind of wheat for the farmers of that section of the west to raise.

Farmers who have sown this wheat this year are certainly well pleased with the prospects. They have secured good yields and some of the wheat buyers have announced that they will pay as much for this wheat as for bluestem, and in some cases it will probably bring a better price.

Scabby Sheep in Malheur.

A dispatch from Vale says that Special Government Inspector N. S. Ring passed through Vale for Pendleton. He has been on an inspection tour of Malheur county, found 48,760 head of scabby sheep. He quarantined the whole south end of Malheur county, extending north for 70 miles from the south line, excepting a square of 15 miles which he said was free from scab, no sheep ranging there. He stated he found but one band of clean sheep in that whole section of this country. He reported the matter to the government and they have placed George Dodson, who has been inspector in this county, at McDermitt for five years at an increased salary, with instructions to clean out the scab. All sheep were dipped under the instructions of N. S. Ring while he was there and he states the range is the worst he has ever seen in his 15 years experience as sheep inspector. A line rider has also been placed on the range to keep any sheep from entering the quarantined section of the state. This section of Oregon is sparsely settled and is owned and controlled, it is said, by about 12 or 15 men who have allowed the condition to get worse and worse. These are mostly foreigners, a large part of them being Basques and Italians.

Saddle Found.

In the road between Prineville and Lamonta; owner can have same by applying to G. W. Miller, Lamonta, and paying for this notice. 8-83wp