

Crook County Journal

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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.

August 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

THE MADRAS COUNTRY

As Seen by an Oregonian Representative.

NEEDS A RAILROAD

A Million Bushels of Wheat will be Grown in that Section of Crook County.

"Hope springs eternal in the human breast," else the farmers of that vast region known as "Agency Plains" and the Haystack country, would abandon the plow and grain drill and harvester and let their fields revert to bunchgrass upon which scattering herds of cattle and horses would graze. In this region at a distance of 45 to 55 miles from the nearest railroad point, Shaniko, over 1,000,000 bushels of wheat have been raised and harvested this season. This grain must be hauled to Shaniko at a cost of 20 cents a bushel and then bear an additional freight charge of 11 cents a bushel to Portland. Even this handicap of 20 cents a bushel will leave the farmers a profit on this year's crop because the prices are good. With low prices the crop would be marketed at a loss and the farmers who have produced it would be in serious financial circumstances. Lack of transportation facilities is the great obstacle to a continuation of the rapid development that has been experienced in the last two or three years, but the farmers who are here hope and believe that a railroad will be built to within a reasonable hauling distance and they are hanging on and extending their cultivated areas. Should they give up hope of a railroad, there would be little encouragement for continuation of wheat growing.

TRACTION ENGINE HAULS GRAIN

As a temporary solution of the transportation difficulty, the farmers have induced a number of Crook County business men to organize a transportation company and purchase a traction engine that can haul 2000 bushels, six tons, at a load. This engine will run night and day and make the trip to Shaniko in 24 hours. It is by this means that the marketing of the grain crop of 1907 is made possible. The magnitude of the undertaking is evident when it is known that a six horse team would haul but 100 bushels, requiring 10,000 trips if the grain were hauled by horses. But even the cost of 20 cents a bushel, when hauled by traction engine, is an excessive toll. Wheat-growing cannot reach the development which natural conditions warrant until some road has been built to within a reasonable hauling distance of the grain fields. Whether the railroad shall be an extension of the Columbia Southern or the Corvallis & Eastern, or a new road built up the Deschutes, is a matter of no particular concern to the farmers. What they want and must have is a road that can carry their product to market at a reasonable charge.

ALWAYS MONEY IN WHEAT

The assertion that the permanent establishment of the wheat-growing industry in this part of the state depends upon the construction of a railroad may seem ill-founded when it is known that wheat has been grown in the vicinity of Haystack and Lamonta for many years, but the statement is not inconsistent with the fact that farmers have made money growing wheat without a railroad. In the past the quantity of grain grown has been comparatively small and not in excess of the local needs. The local market has afforded a price as good as could

be had in Portland and sometimes better. The crops could therefore be sold at a good profit. But there was only a small area of land devoted to grain growing and the number of grain farmers was small. Now the population in the region tributary to Madras is about 5000, and, as said before, the wheat crop aggregates 1,000,000 bushels. The local market is inconsiderable in comparison with the total product and the farmers must haul to the railroad or let their crops go to waste. This increased production is what makes railroad connection particularly important if the highest success is to be attained.

DEVELOPMENT OF MADRAS COUNTRY

The change that has taken place in the Madras country in the last three years is marvelous, yet it is probably not to be compared with the growth that will be experienced in the first three years succeeding the building of a railroad tapping this region. In 1903 and 1904 there was a rush for homesteads on Agency Plains and the country to the south of Madras. The homesteaders put up rude cabins and the first year a few of them cleared off small patches of sage brush, built a few fences and plowed a few acres. The prospect was not encouraging to people who had lived amid the comforts of a well-settled community. Water and fuel had to be hauled and the conditions seemed not very good for producing crops. But in the next two years much plowing and seeding was done, and many of the shacks gave place to better houses, cheap and rough, to be sure, but fairly comfortable for frontier homes. The first crops were not very good, and they seldom are in this section. The soil had been baked so many years by the heat of the sun that it had little productive power. Plowing, seeding and raising a crop has added life to the soil and the third and fourth crops yield very satisfactorily. Summer fallowing has been practiced with excellent results, and this land, for many years considered worthless, is producing 25 bushels to the acre, and even more, under dry farming. This is not saying that all the farmers in this section get a yield of 25 bushels per acre. Some of them have tried the plan of sowing the seed on a stubble field and then disking it in. The result is a crop too light to be worth harvesting. Scarcely any soil and climate will produce under such conditions. Least of all will such methods be successful in a region that has been known as a desert for many years. Thorough plowing, subsoil packing according to the Campbell system of dry farming, and summer-fallowing in alternate years, will practically assure a crop.

Similar results are observed in the production of garden vegetables. Neglected gardens of which quite a number are to be seen, are very discouraging to the traveler who is seeking land upon which to make a home. But directly across the road from a non-productive garden may be seen a splendid crop of all sorts of vegetables. The difference may be accounted for solely by the difference in cultivation.

Of course there is considerable land in the Madras country not suited to cultivation, because of the rocky condition of the surface. This is true of the Willamette Valley and of practically every agricultural region. Of the total area of tillable land in the territory tributary to Madras, not one-fourth is under cultivation. All the land has been homesteaded and therefore is not subject to entry. Few claims are changing hands, but where sales are made the consideration ranges from \$1600 to \$2500 for 160 acres, according to location and improvements.

One of the great drawbacks to settlement of the farm lands in this region has been the difficulty in securing water. Farmers had been unable to get well water, except in the lowlands at Madras, and a few other places, and the

settlers up on Agency Plains were compelled to haul water for domestic and livestock purposes. Recently a well was drilled on Agency Plains and at a depth of 420 feet water was struck, giving a supply that stands 50 feet deep in the well. The well was not cased up. It is believed that the water escapes through a strata of loose rock and that if casing had been put in the water would rise to a greater height, and perhaps reach the surface. The well cost about \$1000. The digging of this well has solved the problem of water supply, for settlers will now join in digging community wells, where residences are close enough together for several families to be supplied from one well.

The Madras country is laboring under the disadvantage of having a considerable portion of its land owned by non-residents. Of this no complaint can be made, however, while transportation facilities are wanting. As soon as a railroad has been built owners of claims will pretty generally come to live upon and improve their lands or sell to home-seekers. The transportation problem is the one that now receives most attention and discussion for the lack of transportation is the greatest handicap from which this region suffers.—Portland Oregonian.

What Alfalfa Has Done for Kansas

F. D. Coburn, the well-known secretary of the Kansas state board of agriculture, writing to the Farmer and Stockman of what alfalfa has done for the state, says that it is not worthy, if not significant, that the present era of unprecedented prosperity in Kansas dates from about the time alfalfa was shown proper appreciation by her farmers. Yielding profitably, whether the season be wet or dry, it is ready insurance against the empty mow and manger, and its continuously producing year after year from one seeding is an advantage readily recognized in comparison with the annual crops which must be laboriously prepared for by plowing, harrowing and seeding, each season, not to mention the cost of the seed, that in some seasons is lost, as well as the labor. In Kansas alfalfa has been a potent factor in increasing bank deposits and prosperity. As its value has come to be more and more recognized its area has been constantly extended, as shown by the annual statistics. In 1891 there were in the state but 34,284 acres, and in 1906 Jewell county alone had 42,000 acres, and the state 615,000 acres. It has quadrupled the state's output of tame hay. In 1801 the tame hay aggregated 401,640 tons, while in 1905 the total was 1,682,699 tons. The value of the 1891 crop was \$2,000,000 while that of 1906 was worth over \$10,500,000. Its increase in esteem is indicated anew by the 1907 assessors' reports received thus far by the Kansas state board of agriculture from 46 to 105 counties, which show gains in alfalfa of nearly 600,000 acres since a year ago, or an increase of 25 per cent.

If the net gain in these 46 counties is representative of the increase in the other 59 the total acreage has been greatly extended, and perhaps nothing better agriculturally could happen to the state than such additional areas devoted to a crop that yields its three, four, five or more cuttings annually for so many years, and at the same time enriches the soil for the benefit of other crops that may, and properly should follow. The obstacle in the way of its wide use in rotations is that comparatively few have the courage to plow up good stands of alfalfa, and thus it is permitted to occupy the same land indefinitely. All who know alfalfa best esteem it as one of the richest acquisitions to American agriculture.

If you want to buy a good second-hand sewing machine, inquire of Will Percy, at Barber shop. 8-8

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. 8-8-3wp

RAILROAD RUMBLES

The Corvallis & Eastern May Get Busy.

SURVEYING CREWS

Lend Color to this Belief—Big Crops to be Moved.

Crews are being added to the survey of the Corvallis & Eastern into central Oregon, and a belief is growing that the recent visit to that region by Julius Kruttschnitt, head of maintenance and operation department; J. P. O'Brien, general manager, and W. W. Cotton, general attorney of the Harriman lines, will result in the beginning of construction work within the next 90 days, says the Portland Journal.

Crews of surveyors have been sent into the field from several directions. A crew equipped for two months' field work was started into the hills from Detroit toward Hogg Pass several weeks ago. Another crew took a direction southeast from that point and will look for easier grades over the summit. A third crew was sent via Shaniko into the Prineville country and today started from that point toward Sisters, in the foothills of the east slopes of the Cascades. It is now apparent that a thorough reconnaissance is to be made of the country from Detroit to Prineville and probably further east.

CHOICE OF ROUTE REPORTED.

When the high officials of the system returned from the Madras trip it was reported from an undeniably good authority that they had practically decided to favor the extension of the Corvallis & Eastern to Madras and Prineville. There has been no official statement on the subject, but it has for some time been known that Mr. Harriman was in the humor to build into central Oregon and probably through the state to Ontario should the stringent labor conditions and other difficulties be somewhat modified for the better this fall.

At the present time, it is said, there is so great a scarcity of labor, and the difficulties and delays in getting construction material delivered are so discouraging, that the railroad builders are going slow in the inauguration of any new construction project.

FAVORS THE C. & E.

These conditions favor the extension of the C. & E. as against the immediate building of the Oregon Eastern, for it would be easier to get men to deliver materials and supplies for this work than for any other one of the central Oregon routes under consideration. Construction camps could be supplied from the Shaniko terminus of the Columbia Southern and the Idanha end of the Corvallis & Eastern.

Residents of central Oregon say they must have a railroad by the time the cropping season arrives for grain next year, in order to determine the question of crops to be put in. The C. & E. route would give Crook county a railroad quicker than any other survey made.

In the meantime, many interested persons are watching the progress of the Nelson syndicate that is promoting a railroad up the Deschutes river, admitted to be the best route for a railroad grade into central Oregon. It is said the energy of Harriman projected extensions from the Willamette valley into central Oregon will always be governed by the good or poor prospect of competitors invading that field via the Deschutes route.—Journal.