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HAY CROP IS FAIRLY GOOD

Harvest Season is About Over in the Crooked River Valley---Farmers Will Raise Hogs

Haying is about over along the lower reaches of Crooked river. Messingers, Sharps and other farmers who make their primary living from the soil between Prineville and O'Neil finished the heavy task of stacking during the past week and only a few men are still at work on that particular job, the principal industry of this part of the state---raising No. 1 hay in abundance for those who cannot raise it and for the feeding of home-kept, home-bred stock.

The Crooked river bottoms have this summer produced a very fair crop of hay, except where irrigation was only partially resorted to, and in such instances about half a crop. The total product will compare favorably with the yield of past seasons, and no one is kicking or complaining. All seem to feel that with the presidential election

once back of them the country will be as prosperous, if not more prosperous than ever before.

Farmers in the Crooked river valley have always raised or fed many cattle, and their beeves have sold at the top with the best; now some of them are going in for hogs, and it will not be long before all of them will engage more or less extensively in this industry. For, whether Crook county gets that much-needed, much-talked-of railroad or not, hogs can be driven to the railroad terminals at Shaniko or Condon if it becomes necessary to do so.

The price paid per pound in the Prineville market ranges from 5 to 6 cents, according to quality, and thus far the supply has not greatly exceeded the demand. C. M. Zell alone expects to raise 500 hogs during the next twelvemonth.

Railroad Project Is Now Up to Prineville

Mass Meeting Will Be Held Next Saturday Evening to Place the Matter Before the People---Work to Begin in October

It is now up to the people of Prineville to say whether or not they will lend a hand to make the Central Oregon Railroad a concrete fact. It has come to the pass where local citizens must unitedly help the project or "forever hold their peace" for a long time to come, as there seems to be no prospect of another.

A meeting will be held Saturday evening, August 15, at P. A. A. C. hall, where everyone can make his desires or joint intentions known. It is urged that all turn out to the end that a free and fair expression of public sentiment may be had. The company's sub-

scription list for money, material or labor will be available for signatures of those who are willing to aid in the speedy construction of the road.

D. I. & P. Company Takes the Lead.

The new people interested in the Deschutes Irrigation & Power Co., whose office is at Bend, realizing the great necessity of their own project as well as the general county deficiency in transportation, have organized the Central Oregon railroad company, both to sell the D. I. & P. Co.'s water rights and land, and to furnish better means of travel for all the people of Crook county to the outside

world. The company's capital stock is \$50,000, which may be increased later, if found essential. In addition, it is proposed to issue \$500,000 of 7 per cent preferred stock; also necessary bonds, probably in the sum of about \$1,000,000. No common or preferred stock or bonds will be issued except for value, construction, labor, material or supplies. Stock not issued will remain in the treasury.

Shaniko as a Last Resort.

Shaniko was named as the tentative terminal only because no other terminal seemed to offer, but if some other outlet looms up for connection the railroad will not be built across the difficult, barren country to the south of Shaniko. It is not desired to go to Shaniko, but the road is to be built thither rather than not at all. There are two electric roads which could be extended across the mountains. These are the Mt. Hood road and that one terminating at Estacada. There are two surveys up the Deschutes river, and it is felt that the ideal route would be up that river. A Deschutes river line, however, would be costly and the rights of way are tangled up; besides, it would take two or more years to build such a road.

Railroad Wanted Quick.

What is primarily wanted is to get a railroad in here and get it quickly. It is hoped to begin construction early in October, and it is "up to the people" to say whether this shall or shall not be.

The D. I. & P. Co. has at its immediate command grading camps, tools and supplies, as well as good railroad engineers. Its interest in the road is the sale of water rights. Should anyone else, who would guarantee them a railroad without delay and likewise the preservation of the rights of all interested parties, care to take up the work the D. I. & P. Co. tells the Journal it will gladly assist in all ways within its power. Someone must undertake the project, however, as the road won't build itself. The meeting Saturday night will be Prineville's chance to speak up.

Portland Capital Will Help.

The D. I. & P. Co., from its own means, is unable to build the road, but it can command the means if the people of Crook county will accord liberal support, in labor as much as money. Roscoe Howard, general manager of that company and president of the new railroad, with his colleagues, has already done a great deal of work down in Portland with the Chamber of Commerce, the wholesalers and others interested in this section. They have assured Mr. Howard of their support and subscription to the bonds, but say the first move must be made here, as the people of Crook county are the ones most directly interested and benefited thereby.

Road Would Pay From Start.

It was felt that the best plan to pursue was to get subscriptions to the preferred stock here. Such at 7 per cent. would be a good investment. From tonnage reports, conferences with railroad men and estimates of the actual freight hauled in and out of the country, assurance is given that the road would be a profitable one, with no trouble to pay 7 per cent. on the preferred stock besides the bond interest. The bonds, of course, would form a first mortgage on the road, but the preferred stock is a second lien on its revenues. It will be provided that if the interests of preferred stockholders are jeopardized, as would be evidenced by one year's default in dividends,

FOREST FIRE FRONTS 15 MILES

Seven Distinct Fires Raging in the Deschutes National Forest---200 Men Afield

Seven distinct forest fires are now raging in the Deschutes National Forest, and one in the Fremont reserve, all within the jurisdiction of the Prineville headquarters of the Forestry department of the Government.

Back firing is being resorted to on a big scale thirty-five miles south of Bend, where the greatest fire in this reserve, with a blazing frontage of fifteen miles, is devastating a wide area. A number of persons at that point have lost all or most of the timber in their timber claims, and more than one settler has seen his place go up in smoke, with all the money and labor he has expended upon it.

Forest Supervisor Ireland has found it necessary to call upon neighboring forest supervisors at Burns, John Day, Roseburg, and other places for help. Men have been sent into this district from as far as 200 miles around, and, as noted below, 200 men were in the field by the middle of this week.

Ordinary business in Bend, Redmond, O'Neil, Burns, Powell Buttes and other places has been temporarily shelved, while every available man has gone forward to meet the extraordinary emergency caused by the fires, but especially by the big conflagration in the southern part of Crook County.

Squads of new men are being sent into the field daily by Forest Supervisor Ireland, from this city and all other adjacent towns, and

many more are needed in lieu of heavy rains to stay the further spread of the flames. Forest Ranger Johnson of this city is in the field directing the maneuvers of the fire fighters.

All of the original fires reported last week have been quenched and the new ones are attributed principally to incendiaryism on the part of unknown parties, possibly campers who really meant no mischief, though direct arson is suspected in several instances.

At one point the fire fighters ran out of food and went hungry for more than two days. The commissary is now in better working order, however, with the result that good plain food in quantities is available for all men in the field.

Among those who have volunteered to fight the flames for federal pay are several Indians from the Warm Springs reservation. David Jacobs is one of them. Two hundred white men have already gone to the front.

Acting under orders of Forest Supervisor Ireland, six men were driven Wednesday morning by Joel Elliott from Powell Buttes by way of Bend and Millican's ranch to combat the flames around Pine mountain, where an especially severe conflagration is spreading.

Another lead left the same day from Redmond, and every town in the county is being called upon for men.

WHEAT AND FLOUR IN DEMAND

Harney County Draws on Crook for Supply ---2000 Sacks of Flour Purchased Here

Practically the entire wheat crop of Harney county is a total failure due to being burnt up by the excessively dry hot weather; in fact the whole eastern part of the state is in much the same fix, with the result that agriculturists beyond Paulina clear to the Idaho line will be without the staple this season. Burns and all cities and towns in the blighted belt must buy wheat and wheat flour elsewhere this year, and Prineville millers and Crook county growers are being called upon to meet this demand.

Eight freighting teams and wagons arrived in Prineville this week from Burns alone, most of them with two wagons, capable of hauling 200 sacks of milled flour apiece. One or two took away only 80 sacks, while others took more; in all, between 1600 and 2000 sacks were bought at this place to supply the deficiency over in Harney. Other outfits will follow, not alone from Burns but from other eastern state points as well.

Before setting out for this point the flour required was ordered ahead by telephone, so as to be ready for the freighters when they arrived. The people at Burns did not know but that Prineville was in the same plight as they, but fortunately for all concerned, old Crook county was able to come to the rescue.

With wheat climbing upwards in the Portland and Chicago markets, there is no telling how high it will soar this summer and fall. It is learned that many of the Madras farmers who hauled their wheat out at an unprofitable price last season are now sorry they did not keep the crop at home until this year. With the possible exception of the state of Kansas, which is reported to have a greater grain crop this year than ever before, total and partial crop failures are being reported from every point of the compass. Crook county's crop is limited but by no means a failure.

HOTTEST SUMMER IN MANY YEARS

Government Instruments Record Highest Temperatures During Five Years

Notwithstanding assertions of oldtimers to the contrary, official government figures show that this summer has been the hottest of any summer in the recorded history of Crook county. With this authentic knowledge, furnished by C. I. Winnek, the government weather man, the burning up of wheat and hay in the fields is easily understandable.

As reported elsewhere in this issue of the Journal, never before have streams been so nearly dry as this August; some of them, like Pine creek, absolutely dry.

The warmest day of the present summer, and probably the most torrid which will be registered for years to come, was July 20, when a temperature of 104 in the shade was recorded by the official U. S. thermometer in Prineville. It was 100 degrees on July 21, and 103 on both July 30 and 31. Other very warm days were July 7, 9; July 13, 18, 19, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

meter stood above 90, and with August not yet half gone there has been only one day when it was below 90. That day, the coolest this month, the highest afternoon temperature was 88. The same day the minimum at night was 34, only two degrees above freezing point.

Despite torrid days, all nights have been cool, with temperatures ranging from 34 to 55. Above 50 at night has been exceptional, and anyone can sleep comfortably at 60. The very warmest days in past years have been:

1903---July 20 and 21, 92; Aug. 15, 94. Summer minimum July 26, 30.
1904---July 20, 93; Aug. 4, 98. Summer minimum Aug. 16, 33.
1905---July 22, 101; July 23, 100; Aug. 7, 97. Summer minimum Aug. 28, 32.
1906---July 13, 98; Aug. 10, 95. Summer minimum Aug. 19 and 21, 34.
1907---July 31, 96; Aug. 1, 98. Summer minimum Aug. 31, 31.

AT C. W. ELKINS' DEPARTMENT STORE

Woolen Dress Fabrics

Early buyers will be able to see the advance showings of woolen dress goods at our store on Saturday of this week. New browns, London Smoke, fancy and plain blues in serges, Panama and other leading and sensible weaves.

Wash Goods

We are now showing new fall ginghams, percales, calicos and other cotton fabrics, which were bought when prices were the lowest. Nothing nicer will be shown this fall. New prints and in the latest brown shades, besides blues, maroons, etc., now on sale at 7c



White Ready to wear Garments

Specials in all white ready-to-wear garments, shirtwaists, lingiere suits, corset waists, skirts and gowns at one-third off. All ladies' dress skirts One-third Off

The Gotzian Shoe

Made in St. Paul since 1855. "Fits like your foot-print."



Men's Shoes

Have you tried Gotzian shoes? Ease---Comfort---Style.

The New Lace Front

In two models, for all sorts of people. Dresses look best when fitted over a Jackson Corset.



Campers' Supplies

Stoves, tents, wagon covers and wagons. All kinds of provisions specially put up for camping parties.



Canvas Shoes 1/3 Off

All canvas shoes in white and grey at one-third off. All white hose one-third off.

Wagons, Hacks, Buggies

Agency for the celebrated Mitchell Wagon. No wagon has a better record. All sizes kept in stock. Staver and other makes of high grade buggies and hacks.

C. W. ELKINS, PRINEVILLE, OREGON

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