

# Crook County Journal

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## PROSPECTS FOR A RAILROAD BETTER THAN EVER BEFORE

### LONELY BACHELOR WANTS A WIFE

Girl Must Be Young and of Loving Disposition and a Good Housekeeper

The following special dispatch from Omaha, Nebr., appeared in Tuesday's Oregonian—  
Finding bachelor life in the wilds of Oregon a little lonesome, Fred A. Zell has written a letter from the town of Madras, Ore., to Postmaster Thomas, asking the latter to secure him a young wife, the remuneration for his services to be \$20, C. O. D.

The terms of the contract are rather binding. The young woman must be between 20 and 24 years

of age, a good housekeeper and of a sweet and loveable disposition. Correspondence with Cinderellas whose feet will fit this slipper is solicited. The text of the closing part of Mr. Zell's missive reads as follows:

"This is between you and me. If this proposition works all right and I get the girl, after the wedding I will give you \$20."

Mr. Zell incloses a picture which shows him to be a strongly built fellow of about 30 years of age. He has a 580-acre ranch near Madras, which he says furnishes him an excellent living and considerable profit. Mr. Zell remarks in his letter that all the ranchers in his country are well fixed, but that all are bachelors, and that there is not a woman within an astonishingly long distance. He desires to exchange pictures with his still unknown intended.

### THREE ARE INJURED BY SADDLE HORSES

J. K. Terrell of O'Neil, Orval Davis of Haycreek and Maggie Allingham of Lower Bridge

J. K. Terrell, 62 years old, of O'Neil, was seriously injured in the neighborhood of his home on Sunday through the cavorting of his horse, breaking both his collar bone and pelvic bone and sustaining complicated internal injuries which make his recovery doubtful. He is now at the Prineville hotel, Dr. Edwards being the attending physician. It is reported from O'Neil that Terrell, in suddenly checking up his horse, threw the animal over on its back. The man struck the ground first, the horse falling heavily upon him, where he rolled and struggled be-

fore Terrell, unconscious, could be extricated.

Orval Davis, ranch foreman for the B. S. L. Co. at Hay Creek, met with a painful accident at 5:30 o'clock Friday afternoon, being thrown from his horse when the animal stepped in a badger hole. The rider's collar bone was broken and he sustained severe bruises and sprains, but will recover as rapidly as the bone knits together. Dr. Belknap of Prineville was summoned by telephone and was hurried to the scene by Ed Hodson in the latter's automobile.

Maggie Allingham, the 13-year-old daughter of O. D. Allingham, living at the Long Hollow ranch of the Black Butte Land & Livestock Co., met with a bad accident last Thursday evening while out hunting for cattle. Her horse stepped in a badger hole and the rider was thrown violently to the ground. Her arm was broken close to the shoulder. Dr. Edwards was summoned to reduce the fracture. Unless new complications arise the young girl will get along nicely.

### HILL OR HARRIMAN READY TO BUILD UP DESCHUTES

Nelson Has Sold Controlling Interest of Oregon Trunk Line

Porter Bros. & Welch, Jim Hill Contractors, Are the Purchasers

Whether Harriman or Hill is behind the project matters little, of one thing the people of Crook county are assured—a railroad will be built up the Deschutes valley to Bend and beyond within a year, work to begin next December. During the past week, positive statements to this effect have been made by both the Hill and Harriman interests, and it is understood Mr. Harriman has promised Governor Chamberlain that his engineers will have the dirt flying ere the coming winter sets in.

The right of way up the Deschutes river has been owned by W. F. Nelson, a Seattle railroad builder and promoter. Mr. Nelson in company with J. P. Porter of Vancouver and John D. Porter of Spokane, members of the railroad contracting firm of Porter Bros. & Welch of Spokane, passed through Prineville Monday by auto bound for Bend, Klamath Falls and Medford, by way of the upper Deschutes valley and the mountains to the south. While in Prineville the party visited both the Crook County and First National banks and conferred generally with local capitalists.

It was learned locally that Mr. Nelson had sold a controlling interest in his right of way up the Deschutes to the Porters, and the latter told Messrs. Elkins, Booth and Wurzeiler of this city that they would positively begin the construction of the Deschutes valley railroad, known as the Oregon Trunk Line, this fall, probably about December. Present plans of the financiers do not contemplate running the line into Prineville, unless it be by branch road, but an effort may be made here to have the main line pass directly through Prineville and out to the south by way of the Crooked river valley and Johnson ranch above

town. To do so would probably mean an appropriation of \$150,000 instead of the \$100,000 recommended by the Central Oregon railroad committee to be subscribed to the first standard gauge road entering this city.

It is understood that the Porters are acting for either Hill or Harriman, presumably Hill. It was the firm of Porter Bros. & Welch that built the North Bank road from Vancouver to Salmon Falls, Wash., and it was they also who constructed about 20 miles of one of Jim Hill's main lines out of Spokane, later turning the properties over to the control of the Great Northern wizard. One thing is reasonably certain—only one railroad will be built up the Deschutes valley, so if Harriman is to build it the Porters are acting for Harriman; if Hill, then for Hill.

Dispatches from Medford and Klamath Falls during the week state that Harriman will positively commence work on this line in December, and the route shown goes by way of the Deschutes to Madras, thence south through Redmond to Bend, thence on to Klamath Falls, where connection would be had with San Francisco. Such a road would give Crook county the widest possible range of markets for home produce and livestock. Manufactories would also be both tangible and profitable.

Prineville's only hope with such a line would be a spur to this city, but as stated above an effort may be made to have the main line pass through here.

After leaving Prineville Monday the visiting financiers went by way of Powell Buttes to Bend. A Journal reporter happened to be walking the road in the same direction and was invited to ride by the strangers. In the six-mile whirl many things were discussed, and the autoists asked question after question relative to Crook county, its needs and its resources. All seemed answered satisfactorily. The gentlemen talked non-committally, but spoke as though the railroad would be at least 10 miles to the westward of Prineville. They were very much impressed with the apparent potentialities of this region and spoke very optimistically as their auto bumped and plunged over one irrigation lateral after another.

### LOCAL CAPITAL FOR RAILROAD

Committee Recommends Purchase of Bonds of Company Which Shall Be First to Build

WANT NEW BOARD OF TRADE

To Manage the Work of Soliciting Funds and to Act as Trustee For the Subscribers

Railroad plans in Prineville are rapidly approaching a satisfactory consummation, and insofar as the Central Oregon project is concerned it can now be stated with assurance that \$100,000 is available to the first company which will connect this city by standard gauge steam road with the outside world by way either of the Deschutes gorge, a road over the Cascades to Detroit and Albany or by way of Klamath Falls into California. Should a road be built to connect with the Columbia Southern at Shaniko, \$50,000 is available. Not only that, but the nucleus of a permanent board of trade or like commercial organization will be formed by the present railroad committee, the primary object of which is to act as trustees for the collection of funds for the building of a railroad and the ultimate object the boosting of this city.

Roscoe Howard, president of the Central Oregon railroad company and general manager of the Deschutes Irrigation & Power Company, accompanied by J. Stearns, counsel for the D. I. & P. Co., C. M. Redfield and E. A. Cast, came to Prineville by auto from Bend last Saturday to attend the second mass meeting here for the purpose of fathering the railroad. At this meeting the following report was read and after a few minor changes was adopted:

To the People of the City of Prineville, Oregon:

The citizens and business men of the City of Prineville, Oregon, as well as the entire population of Central Oregon, have long felt the necessity of more adequate transportation facilities, and have, for many years, recognized the baneful effect the absence of railroad transportation has had upon the development of Crook county, and the prosperity of its people.

We realize the helplessness of our citizens themselves to provide the means of railroad transportation to even the nearest railroad shipping point.

Numerous projects have, from time to time, presented themselves for the relief of Crook county's rapidly increasing trade and traffic, but none have, as yet, crystallized to a point where the City of Prineville could give its assurance of support.

Four contemplated routes to connect Prineville by rail with the outside world are considered feasible. A line to San Francisco via Klamath Falls would give us a perpetual market for our products, a direct line to one of the world's greatest ports for our provisions and supplies and a competitor with Northwest cities for our trade. Railroad connection with the Corvallis & Eastern at Detroit, Oregon, would give us direct communication with the seaboard, and, if extended eastward, would open a market both east and west for our vast timber resources. A line down the Deschutes river on water grade to the Columbia river would reduce our present exorbitant freight rates. A railroad to Shaniko to connect with the Columbia Southern would probably furnish ample transportation facilities for the present needs.

In consideration of the premises, we your committee on railroads, would respectfully recommend:

First, that the citizens of the City of Prineville, Oregon, and contributory territory, subscribe for ONE HUNDRED THOUSAND DOLLARS of approved bonds of any reliable person, company or corporation which shall first connect the City of Prineville, Oregon, by standard gauge steam railroad with either San Francisco, California, via Klamath Falls, Oregon, the Corvallis & Eastern railroad at Detroit, Oregon,

(Continued on page 2.)

## 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 gingham, 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



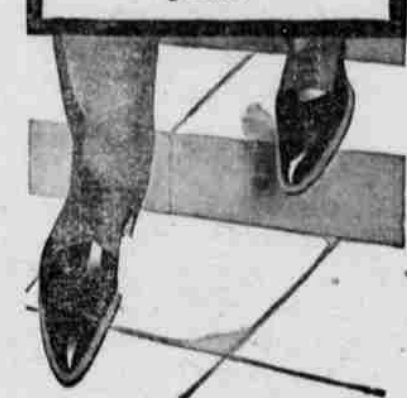
### White Ready to wear Garments

Specials in all white ready-to-wear garments, shirtwaists, lingerie 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 footprint."



### 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.



## GROCERY SPECIALS ENDING SATURDAY, SEPT. 5

### Table Fruits

2 1/2 pound cans Fountain and Pheasant Brands. Peaches, Pears, Apricots, Raspberries, Strawberries and Blackberries, per can..... 20c  
All Diamond W Table Fruits except Black Cherries, per can..... 30c

### "Gold Ore" Coffee

"Gold Ore" Roast Coffee, the famous high grade blend, per pound..... 20c

### Gallon Pie Fruits, Best Grade

	CAN	CASE
Apples.....	40c	\$4.70
Apricots.....	70c	\$8.25
Blackberries.....	54c	\$6.35
Cherries.....	54c	\$6.35
Peaches, peeled.....	56c	\$6.65
Plums.....	43c	\$5.00
Squash.....	38c	\$4.40

## C. W. ELKINS, PRINEVILLE, OREGON

### BIG FOREST FIRES EXTINGUISHED

11,500 Acres of Fine Timber Completely Destroyed—Fire Area Covers Three Townships

A. S. Ireland, supervisor of the Deschutes national forest, with headquarters in this city, said Tuesday upon his return to Prineville from the battle with the mighty forest fires south of Bend, that reports of heavy damage in the burned area were not exaggerated.

"It was the worst fire I ever saw or had to cope with," said Mr. Ireland. "There was no let-up day or night; just one continual, unremitting fight all the time with the flames until they were brought under control."

Roughly estimated, three entire townships were burned over,

standing timber in some places being swept clean and utterly ruined. In other places the timber was little damaged, the flames being confined to the underbrush. All told 11,500 acres were raked by the flames until not a vestige of vegetation remained, either trees or underbrush.

Patches here and there, one mile square, or one mile by three miles, and in some cases much smaller, were swept clean by the fires, making up the aggregate half township when added together, but an area represented by three complete townships was more or less fire swept.

### The Teaching Staff of the Prineville Schools

The public schools of Prineville will begin the fall term Monday, September 21. The staff of teachers engaged for the ensuing school year is as follows:  
Principal—E. L. Ashby of Maryland.  
First grade—Cora Streitell.  
Second grade—Alwilda Wilson.

Third grade—Hazell Coldwell of Bend.  
Fourth grade—Elva J. Smith.  
Fifth grade—Jessie Hartley of Madras.  
Sixth grade—Louis H. Arnsmeier.  
Seventh and eighth grades will be in charge of the principal.