

DON'T MISS THE FREE BARBECUE JULY 4

Crook County Journal

COUNTY OFFICIAL PAPER, \$1.50 YEAR

PRINEVILLE, CROOK COUNTY, OREGON, THURSDAY, JUNE 24, 1909.

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WILL IRRIGATE 1000 ACRES

Take New Ditch Out of Ochoco

TO USE SPRING FLOOD WATER

To Water Lands Owned by E. T. Slayton, T. H. Lafollett and J. S. Watkins.

The first step toward the actual reclamation of one thousand acres of bench land near Prineville was taken the first of the week when County Surveyor Rice and his crew of men began the survey or a canal that will lead water from the Ochoco at Crain's bridge over lands owned by E. T. Slayton, T. H. Lafollett and J. S. Watkins.

The capacity of this canal will depend upon the number of inches of water allowed by the State Desert Land Board. It is estimated that a thousand miners inches of water would reclaim the lands and this would secure at least this amount. The flood water in the early spring months would yield enough and it is believed that no trouble

will be experienced in securing that quantity from the board. It is thought that, judging from the sandy character of the soil a liberal application of water in March and April would guarantee good crops. Sufficient water for this purpose could easily be spared as the heavy low lands which have prior water rights, do not need water so early in the season.

Once get this ditch on the McKay bench started there is no telling where it will stop. There are thousands of acres of excellent land awaiting only the magic touch of water that will grow anything planted.

List of Teachers Prineville Schools

The teaching staff of the Prineville public schools for the ensuing year is given below. As will be noticed, four old teachers have been retained and four new ones secured. It is barely possible that some changes may be made in the present list, but so far as known the following will teach in the grades as indicated:

- First grade—Alwilda Wilson.
- Second grade—Mrs. Jackson.
- Third grade—Madelaine Cudd.
- Fourth grade—Eva J. Smith.
- Fifth grade—Jessie Hartley.
- Sixth grade—Bessie Cudd.
- Seventh grade—Edith Rilecut.
- Principal—E. L. Ashby.

PARADE WILL BE GREAT FEATURE

Long Procession of Attractive Floats

REV. C. C. BABBIDGE, ORATOR

List of Events on the Program for Street Sports—Baseball Teams Practicing.

Prineville is going to cast to the winds all restraint in the matter of putting up one of the greatest parades at her Fourth of July celebrations ever seen in interior Oregon. The parade committee has been hard at work the past week with the result that almost every business house in town has agreed to prepare an attractive float, while every organization of any consequence will be in line of March.

Besides these there will be several cars carrying characters along humorous lines, which will depict scenes of great amusement. Last year's parade was said to be the best ever seen here. This year's

efforts will lay it in the shade.

Rev. C. C. Babbidge, the new pastor of the Presbyterian church, has been secured for orator of the day. Mr. Babbidge is an experienced orator and those who enjoy a patriotic address on the events commemorating the nation's independence day will be afforded a rare treat at Prineville's celebration. Mr. Babbidge announces in advance that his speech will be a short one.

The committee on street sports has arranged a program of events which will take place late in the afternoon after the baseball game. The list of events is as follows:

- STREET SPORTS.**
- 100-yard foot race, free for all \$5 00
 - Three-legged race, boys 9 to 12, 2 50
 - Nail driving contest for ladies (10 nails)..... 2 50
 - 50-yard race, for boys 9 to 12..... 2 50
 - Egg race for girls..... 2 50
 - Barrel race for boys..... \$3 00 and 2 00
 - 40-yd. race for girls under 14..... 2 50
 - Potato race for boys under 12..... 2 50
 - Old man's race, 50 yrs. and over 3 00
 - Potato race, free for all..... 2 50
 - Sack race, free for all..... 3 00

BASEBALL TEAMS GETTING READY.

The Prineville baseball team is practicing every evening getting in trim for the tournament during the celebration of the Fourth in Bend and Prineville. The line up of the home team so far as known at present will be: Pete Hinkle, catcher; Mart Bailey, pitcher; Horace Belknap, 1st base; Dan Ketchum, 2d base; Bert Barnes, 3d base; Peg Belknap, shortstop; George Storkmann.

Continued on page 4.

THIS IS STILL THE PROMISED LAND

More Hot Air From the Harriman Officials

O'BRIEN SAYS WILL BUILD

As Soon As Minor Right of Way Difficulties Can Be Settled With Power Companies.

The railroad hot air factory is again working overtime. General Manager O'Brien and Attorney Cotton have got back from a trip East and the usual imaginary work on the Central Oregon Railroad is about to begin. We are regaled with the optimistic news that bids for construction of a railroad into Central Oregon may be asked by Harriman in thirty days. This statement has the same old ring to it and it won't mislead anyone in this country. Sunday's Oregonian says:

"Barring unexpected delays in securing a continuous right of way, bids for the construction of the Deschutes line into Central Oregon will be asked by Harriman within 30 days. The only obstacle that prevents the immediate construction of the Central Oregon road is the adjustment of right of way questions with power companies operating on the Deschutes River. The railroad company already has secured rights of way to 70 per cent of the 120 miles to be traversed by the proposed road. An early and satisfactory adjustment of pending right of way problems covering the remainder of the distance is believed more than probable without resorting to condemnation proceedings in the courts.

"This was the information announced Saturday by J. P. O'Brien, vice-president and general manager of the Harriman lines in this territory, on his return from Chicago and New York, where, accompanied by W. W. Cotton, general counsel for the same railroad system, he had been in conference with the company's head officials. Incidentally, during his sojourn in the East, Mr. O'Brien personally visited Washington and assisted to expedite the approval by Secretary Ballinger of the maps of survey for the road, submitted by the engineering department of the Harriman offices.

"While we have not been officially advised that our maps of survey have been approved and that the government has removed all objections, so far as it is concerned, to the construction of the Deschutes road, I assume that such is the case, judging from the published reports from Washington," said Mr. O'Brien. "We have secured rights of way to 70 per cent of the 120 miles to be covered by the road. The only obstacle confronting the immediate construction of the railroad is the question of rights of way over property along the Deschutes River, owned by private interests and held for the development of water power.

"Until now we have not attempted finally to adjust pending controversies with these interests. It was only when our maps received the approval of the proper officials at Washington, that we will now proceed immediately to take up these questions and settle them as speedily as possible.

"Monday morning I shall hold a conference with our right of way and legal departments, when these matters will be taken up for consideration. We shall make to these power companies what we consider reasonable offers for the concessions desired, and in that manner believe we will be able satisfactorily to adjust the situation and at the same time conserve the interests of all parties. I am exceedingly hopeful an adjustment of all unsettled right of way problems can be accomplished without resorting to the courts. If, however, we fail after doing all we can to reach an agreement without resorting to litigation, we shall bring condemnation proceedings for a final determination of our rights and what we shall be required to pay for them.

"Just as soon as we succeed in securing a clear and uninterrupted right of way covering the entire distance of 120 miles we shall immediately call for bids and proceed with the construction of the road just as rapidly as money and labor will permit. You may rest assured we are just as anxious to proceed with building this road as are the people of Portland and Central Oregon, the district to be served. We have been given the appropriation necessary to the construction of the Deschutes road and as a business proposition are desirous of expending this money and in the construction of the road insure the promised returns on the investment. Until the road is built and in operation our \$5,000,000 is practically a dead investment, deprived of earning power.

"If we succeed in adjusting the few pending right of way problems expeditiously I am satisfied we will be in a po-

sition in 30 days to ask for bids for building the road. When construction work is started it will be pushed vigorously that the road may be completed in the shortest possible time. In all probability not less than three construction crews will be employed. Work will be started from both ends and a third crew will begin at some central point."

Threatened From Another Source

T. F. Dunaway, general manager of the Nevada California Oregon railroad company, announces in an interview published in the Reno, California, Gazette that his company intends to commence construction at once upon a railroad from The Dalles to Lakeview, to connect with the road now being built from Alturas north to Lakeview.

Among other things, Mr. Dunaway said: "It is our purpose to commence the extension of the line into Lakeview from Alturas within the next few months and that portion of the road will be built as a standard gauge. That is, standard gauge rails and ties will be used and the roadbed will be built for standard gauge rolling stock. When that work is completed we will begin building an extension to The Dalles, a distance of 278 miles, as a standard gauge. It will cost five million dollars. We have the money and intend to do the work."

"We will begin the construction of the road as a standard or broad gauge from the north for the reason that we can get the standard gauge engines and cars in from that direction and could not get them in through Reno without delaying traffic over the line. Once the work is started in the north, however, it will be rushed through to completion."

The Lakeview Herald says: It is the evident intention of the company, as near as we can make out from the interview, to lay the rails in narrow gauge to Lakeview, until the road from The Dalles here is completed.

The Tacoma Ledger of May 14 has the following note regarding the formation of a construction company, which will build a railroad into Central Oregon.

"The Pacific & Oregon Construction company, a \$50,000 corporation filed articles of incorporation with the county auditor yesterday through L. S. Boutell, H. Dougherty and A. E. Law, who are named as trustees. The capital stock is divided into shares of \$100 each. The company is subsidiary of the Pacific & Oregon Railway & Navigation company recently incorporated by the same men. While all details concerning the plans of the two concerns are carefully guarded from the public knowledge, it is known that the incorporators are backed by an English syndicate and will shortly begin the construction of a line of railroad in Central Oregon. Several Seattle and Tacoma contractors are now preparing figures for the work."

Shot Herself Through the Foot

Mrs. A. Thomson accidentally shot herself through the right foot Tuesday evening at the Squaw Creek ranch owned by Mr. Thomson, and was brought to town Wednesday forenoon to receive medical attention.

Mrs. Thomson had been hunting rabbits with an automatic 22 calibre rifle, and had just come into the barnyard where her husband was. She rested the muzzle of the gun on her right foot and held the stock away from the body. Mr. Thomson said "Look out, that gun will go off," and sure enough bang! it went. Dr. Belknap attended the injury and says that the bullet severed the bone in the third toe of the foot. So far the wound has not been very painful, but Mrs. Thomson is unable to walk. The bullet was steel jacketed and made a neat hole.

John Kemmling Buys Dairy Herd

John Kemmling, one of the progressive ranchers on the McKay, passed through town this week with twenty-three head of Jersey dairy cows, which he recently purchased in Polk county and brought across the Cascades. Mr. Kemmling is going into the dairy business, now that the establishment of the Pioneer Cream Company's plant makes a ready market for butter fat at profitable prices.

Will Take a Vacation.

The Elite Studio will be closed after July 4 until about the middle of September. All work on hand will be finished before closing.

24 2t LILLY WILSON, Prop.

NEGRO PORTER WAS CAPTURED

Was on Road Between Sherars and The Dalles

SAYS HE SHOT IN SELF-DEFENSE

Neither of the Men He Shot Will Die From Effects of Wounds.

R. E. Brooks, the negro who shot Bernard H. Trumbull and John S. McLaughlin at Shaniko early Wednesday morning of last week, was arrested last Thursday afternoon by Sheriff Chrisman of Wasco county and his posse, on the road between Sherars' Bridge and The Dalles. According to the negro's story the railroad men were making an unwarranted attack on him and had him down on the ground and were beating him, when he did the shooting.

Brooks was arraigned before Justice J. A. Douthitt at The Dalles at 10:15 Friday morning on a charge of assault with a dangerous weapon. No definite date for the hearing was set, the time depending on how soon the men he wounded will be able to appear against him.

Sheriff Levi Chrisman, Deputy Sheriffs Dell Howell and Glenn Allen and O. R. & N. Detective Ed Woods left The Dalles in an automobile shortly after 2 o'clock on the day the arrest was made for the vicinity of Sherars' Bridge, after learning that Brooks had been seen in that vicinity. While driving at the rate of 50 miles an hour they saw the porter approaching a half mile away, walking in the middle of the road, at a point 22 miles from The Dalles. They were upon him before he had a chance to move farther than the side of the road, and Chrisman ordered him to throw up his hands and drop his gun. He made resistance while the officers handcuffed him. The capture was made at 4:30. Brooks was taken to The Dalles and locked up in the county jail.

In an interview with the Telegram correspondent at the cell in the jail Brooks said:

"I was assigned by the Pullman Company on June 15 to the private car of Mr. McLaughlin and Mr. Trumbull for a three days' trip. I got along all right until Tuesday night, and had made up all the berths in the car but five. These spaces were all occupied by Trumbull, McLaughlin and other men, about 15 in all. There was no other place to sit except the bathroom. I went in there to get a little rest. The men were playing cards and drinking. Mr. Trumbull came in where I was, and said:

"What are you doing in here?" I said I was just resting my legs up a bit. He said, 'I don't want you in here,' and I told him I had no other place to rest. 'You get your things and go out of this car,' he told me. I told him I had been assigned to the car and asked why I could not stay until I got back to Portland. 'I don't give a damn what you are assigned to; I am in charge of this car, and I will give you just three minutes to get out of the car.'

"He looked so angry that I did not know what he was going to do, so I opened my locker and got out my gun and put it in my pocket. Then Mr. Trumbull and Mr. McLaughlin came in and each took hold of one of my arms and jerked me along the car and pushed me down the steps, and began pounding me. Mr. McLaughlin twisted my arm, so that I stumbled and fell, and while falling he hit me again, this time in the face, and I went on down to the ground. Trumbull jumped on top of me and began beating me in the face. Then I began shooting. With two men on top of me I had to protect myself, and I shot in self-defense. I do not know whether I shot any one or not.

"I was just as sober as I am now. It was dark and I could not see, so I do not know what followed. I wanted to get to Biggs and inform the superintendent in Portland that I had been discharged, but got lost. I had nothing to eat until I was brought to jail here last night, for I walked all the time. I wanted protection and did not try to get away from the officers. I did not know there was an officer in Shaniko or would have gone to him. I was sober all the time of the trouble and had to shoot to protect myself."

Brooks is 40 years old, 5 feet 7 inches tall, and weighs 155 pounds. He has been in the service of the Pullman Company 17 years, he says.

Claude Wilson, Shaniko city marshal, says that Brooks after the shooting came to him in front of the hotel and told him he had killed a man; that he had shot in self-defense, and that he was shot himself through the leg. He stood there quietly, according to Wilson, and all at once ran away like a deer, and it was so dark he could not find him after the officers learned that there really had been a shooting episode.

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