

Crook County Journal

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CELEBRATION WILL BE A HUMMER

Everything in Readiness for Glorious Day

DETAILED PROGRAM OF EVENTS

Fun Commences Sunday Afternoon and Lasts Till Daylight Tuesday Morning

Prineville awaits her guests on July 4th and 5th. Everything is in readiness to provide for the comfort and entertainment of the people of Crook county and the strangers within our gates. The big barbecue will be as good as last year—which is saying a whole lot, for that could not be beaten. The same men have charge this year and the same painstaking care has been exercised in carrying out this part of the program. There will be music, parades, patriotic exercises, a big feed, street sports, baseball tournament, and a grand ball in the evening to wind up the day's celebration. You will not have an idle minute on your

hands from Monday morning until Tuesday morning, provided you dance all night.

The ladies of the city will provide enough bread, pickles, etc., to feed half the county so everybody turn out and have a good time.

Program of the Day.

The details of the different features of the celebration have so far been worked out that the Journal is able this week to give its readers a close approximation of the program of the day.

The celebration really commences Sunday afternoon, when the first baseball game of the series will be called at the grounds west of the skating rink on the north side of Ochooco at 2:30. This will be for a purse of \$225, \$150 for the winning team and \$75 for the losers. The Prineville club and a combined team from Redmond and Bend will be the contestants.

On Monday morning at 10 o'clock the line of parade will form and march through the streets and to the grounds at the south end of Main street, near the club hall, where the exercises will take place.

The parade will be one of the big features of the occasion. The order of the parade arranged by the committee is as follows:

- 1—Prineville Band.
- 2—Mayor D. F. Stewart and orator of the day, C. C. Balbridge, in carriage.
- 3—Uncle Sam in chariot.

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PROSPECT IS GOOD FOR FAIR CROPS

Everything About Up to Standard

HAY HARVEST BEGINS SOON

Price of Alfalfa Will Range from \$6 to \$8 per Ton.—1000 Tons Already Sold.

The recent rains in Crook county have practically insured good crops in all parts of the county, excepting only the early sown fall wheat, some of which was too far advanced and already partly filled.

In the Lamonta country grain crops will be average or better, while between Lamonta and Madras and beyond where the crops were further advanced, the harvest will be a little below average.

On the north half of Agency Plains the recent rains were much more heavy than on the south end nearer Madras, and as a consequence the yield in the former section now promises to be much better than usual. Ranchers on the north end of the plains report that the

prospects are for the best crops they have ever harvested.

All the grain and hay crops on the Ochooco and Crooked rivers will be up to their usual high standard, but will be from one to two weeks behind the usual time for harvesting.

John Sundquist has perhaps the best patch of potatoes for its size in the county on his dry ranch, ten miles northeast of Prineville. There are twelve acres or more in the piece.

Crops in the vicinity of Redmond will be better than ever before and between Redmond and Sisters all grains and grasses are up to standard. Taken all together, the output of hay for the county will be equal to or above the usual tonnage, while grain yield will not be as great as year before last, unless the increased acreage in the newly irrigated section comes well to the front.

One thousand tons or more of alfalfa have already been sold in the vicinity of Prineville. Only one sale is reported where the price has been definitely agreed upon, and that was for 500 or more tons at \$6. John E. Ryan has contracted for Herbert Rideout's entire crop of some 350 tons.

The general opinion seems to be that in large quantities the price will be about \$7, while smaller lots will sell for \$8.

The wage scale for laborers in the field has not yet been arranged, but it is the thought uppermost in the minds of farmers and laborers alike. It will be about the same as in past years, ranging from \$1.50 to \$2 a day or season jobs, with 50 cents additional for short jobs or more difficult tasks.

Monday, July 5, will see haying begin in real earnest in this part of the county and the usual call for laborers will be heard.

HARRIMAN BUYING RIGHT OF WAY

Surveyors to Definitely Locate Big Bridges

NOW LOOKS LIKE A SURE GO

But People Have Been Fooled Too Often To Believe Until They See Actual Work.

While newspaper stories about the early building of the Deschutes railroad have a pessimistic trend, stating that there are many obstacles yet in the way of Harriman before he can go ahead and build the road, the fact that Harriman right of way agents are in Crook county at present paying spot cash for right of way and buying town lots in the points along the survey, would indicate that there will soon be some railroad building done in the direction of Central Oregon.

"I left a number of ranchers around Madras busy counting up their wealth," said an Agency Plains farmer, who arrived in Prineville last Sunday evening. "The Harriman agent has been here the past few days buying right of way, paying cash for what he got and not wasting any time dickering with the land holders, either. When the rancher would name a reasonable price for the land the agent would do a stunt with a fountain pen on a check book, and the deal was closed then and there."

"I sold the Harriman right of way man \$800 worth of town lots in Redmond in about ten minutes the other day," said Howard F. Jones, of the capital of the desert last Monday, while in Prineville. "He came into our office and wanted to see the plats, then we went out to look at the lots and he forked over the \$800 without asking any questions. I heard he bought some lots in Madras, too, but I can't vouch for the truth of that. But I know he bought the lots in Redmond and can swear to it for I sold them to him myself."

From what can be learned the agent is buying right of way for the survey which passes over the south end of Agency Plains on the bluffs just west of Madras townsite, crosses Willow Creek gorge on a high bridge and runs south around Juniper Butte, to the Crooked river canyon where the line crosses that stream about a mile below Trail Crossing.

Pete Marnach, who owns a ranch in the Methodist Hill country, is one of those who sold land to the right of way agent. The roadway will clip off an acre of Pete's ranch, but it is said the agent paid him \$100 for the right of way.

Maybe Harriman isn't going to build at once as the Portland papers continue to say. However, there have been a number of mighty suspicious actions reported about railroad men in this county during the past few weeks. For that matter everything that pertains to the building of a railroad is getting to be looked upon with suspicion by the people of Central Oregon.

PARTY OF ENGINEERS COMING

To Locate Bridges Across Willow Creek and Crooked River.

In the face of other facts known in connection with railroad matters this week, the following story published in last Monday's Telegram is about the most cheerful piece of news, if true, that has ever been heard in Crook county:

Definite steps toward the beginning of construction work on the Harriman railroad into Central Oregon, known as the Deschutes River Railroad, were taken this morning, when Chief Engineer George W. Boschke began the assembly of one of the largest engineering and survey crews that has been sent out from this jurisdiction in many months. The big gang will be in charge of Assistant Engineers Brandon and Holman.

This party will leave Portland tonight, providing the complete outfit needed can be gathered together by that time. Most of the men detailed for the stake and cross-section work on certain portions of the proposed route, the exact location of which is not specified, have their packs already to leave. A full set of surveying instruments, camp equipment, wall tents and other paraphernalia is being rounded up, and the special outfit car, known among railroad men as a "side-door Pullman" is

now in the depot yards waiting for the loading of the outfit.

Strictest secrecy about the plans of the Harriman people with reference to the proposed inauguration of work is being maintained around headquarters at the Wells-Fargo building, but the news has leaked out from different ones of the boys in the crew.

From information, one of the first steps will be to dispose of certain preliminary engineering work in connection with the two big steel bridges to be built on the line, the 1100-foot structure across Willow Creek at milepost 121 and the 350-foot structure over Crooked river at milepost 108.

This advance work must be gotten out of the way at the earliest possible moment, so that the exact location of these two big structures can be arranged to a nicety. As soon as this detail is out of the way, the company will be in a position to order the steel work for the bridges. It is stated that at best it will take something like six months after the orders for the steel have been placed before the material can be laid down on the ground.

Other preliminary work which the surveying crew will take up as soon as they have located their camp will be completion of staking out the right of way ready for actual construction work and for a guide to the securing of the remaining strips of property needed for the line. This amounts to about 30 per cent of the entire right of way.

Just how long the engineers will be in the field is not given out, but it is anticipated that the job they have on hand is sufficient to keep them out on the line for the better part of the summer.

Dispatching this force into the field may be taken to mean that the Harriman forces do not look for any serious obstacles in the way of final approval of all survey maps for the entire 130 miles of line. If any private information regarding the advancement of these maps from the General Land Office to the Department of the Interior has been given the Deschutes Railroad people, they are keeping it under cover for the present.

It is a known fact and is no longer denied by the high officials of the Harriman service that no attention will be paid to the Oregon Trunk Line, and plans will be prosecuted according to their own desires just as if the small but hitherto annoying rival did not exist. No clash for actual possession of strategic points is anticipated until the Harriman forces get into the field and begin work. The Oregon Trunk will then be forced to show its hand or retire with full admission of defeat.

MAPS NOT ALL APPROVED

Many Obstacles Yet in the Way Says Mr. O'Brien.

Advices from Washington seem to leave the Deschutes railroad project in a more exasperating situation than ever, according to the Portland Telegram. Where unofficial advices apparently give authenticated full approval of all Harriman survey maps, it now appears that the original 40 miles from the mouth of the river is all that is included in the order of secretary Ballinger. The situation relating to the survey for the road is as follows as pointed out on the official maps by General Manager J. P. O'Brien, this morning:

Lower 40 miles approved and upon this construction could begin at once.

Second section of 22 miles—no action taken whatever by Government.

Third section of 22 miles, Oregon Trunk Line given until July 19 to show cause why Deschutes maps should not be approved.

Fourth section of 46 miles, extending to Redmond, southern terminus of survey, absolutely no action taken.

According to Mr. O'Brien, the Government has approved the first 40 miles for both roads, but on this stretch the Harriman locations were prior to those of the Oregon Trunk.

On the third section, as indicated, it appears that the Oregon Trunk made prior locations, and is, therefore, in a position to hold up the approval of the maps for the 30 days. No explanation has been received here that satisfies local Harriman officials as to why the balance of the maps have not been acted upon.

"We thought everything was in shape for us to go ahead and close up the rights of way when the press dispatches came last week," said Mr. O'Brien, "and it is certainly discouraging to us to find that we are no farther ahead than we were six or seven months ago. All our estimates are ready, the money is available at once, and all departments, including engineering and legal, are prepared to prosecute the preliminary work with all speed.

"From Washington we get no satisfaction further than that the maps that have not been passed upon as yet will be acted upon at once. Whether that means today, tomorrow or next week or when, we don't know, but I earnestly hope it will be very soon, so that we can go on with our plans."

PERCY KIDDER IS DROWNED

Father Makes Heroic Effort to Save Him

COMES NEAR LOSING HIS LIFE

But Is Rescued by Plucky Woman—Boy's Body Has Not Been Recovered

Percy Kidder, the 12-year-old son of Mr. and Mrs. G. W. Kidder, was drowned in Crooked river, just below the Cove Orchard, last Saturday noon, and the body has not yet been recovered. In the attempt to rescue his son, Mr. Kidder almost lost his life and would undoubtedly have met the fate of his son had it not been for the timely rescue by Mrs. Harry Duchien of Haycreek, who was camped with her husband on the river below the point where the tragedy occurred.

Mr. Kidder and his son had gone to the river from their home on the road between Madras and Caliver, to spend the day fishing. They had crossed the river in an old flat-bottomed boat just below the Boegell orchard, and were fishing on the west side of the river. They were preparing to re-cross the river to eat lunch and the boy had got into the boat and was paddling it around, while the father continued fishing just above the boat landing. Whether the boy had untied the boat from its mooring on the shore or whether it became untied, is not known. Mr. Kidder heard the boy call to him, but did not realize that he was in any danger. Then the boy called a second time and the father started on the run, seeing that the boat was adrift and rapidly going down stream to the rapids just below. Mr. Kidder plunged into the river and reached the boat, succeeded in climbing into the craft, but the current had caught it and about the time Mr. Kidder got in it had reached the swift water and was beyond control. The frail craft had no sooner got started on its perilous journey down the raging torrent when it struck a boulder and upset, throwing the boy into the rapids, while the father clung to the boat. Mr. Kidder saw Percy throw up his arms as he disappeared beneath the raging waters. This was the last seen of him. The father clung desperately to the boat through the rapids hoping to pick up his son, but the hope was futile.

Thrashed and pounded over the rocks, bruised and beaten, the man drifted about three-eighths of a mile down stream into the big eddy at the lower camp grounds, and left the boat and attempted to swim ashore. He had almost reached it when he became exhausted and sank to the bottom, landing on a large rock. From this position he could keep his chin above water but could not otherwise move. This was his predicament when discovered by Mrs. Duchien. She got a long pole and with its aid the man was assisted ashore. Mr. Kidder was almost dead and it took heroic work on the part of Mrs. Duchien and those camped with her to bring him back to life.

A search for the body of the boy began at once and has continued unremittently day and night ever since, but nothing has been found, not even his hat. Sunday every man and boy in the neighborhood went to the river and with drags and dynamite tried to recover the remains. A net of poultry wire has been stretched across Crooked river just above its confluence with the Deschutes, and this is being watched day and night. Those who have been to the scene do not believe that the body has drifted out of Crooked river and that in the course of a few days when the body rises, that it will be picked up at the mouth of the river. It may be that it has caught on the jagged rocks in the deep water. Word has been sent down stream to keep a lookout at all points, and a constant watch is being kept at the Wardspring ferry, while searchers are all along the river.

The boy was dressed in a blue shirt and black overalls. Mr. Kidder is nearly 60 years of age and had not been in the water for thirty years. With no thought of himself he heroically went to the rescue of his son, and did all in his power to save him. Mrs. Duchien, too, is deserving of great credit for her presence of mind and prompt assistance. It was to her timely rescue that Mr. Kidder owes his life.

Mr. Kidder's experience in the water and the awful bruising he got on the rocks have been a terrible shock, and he has not yet fully recovered. The family is prostrated with grief.

The boy was a brother of Mrs. Earl McLaughlin, Mrs. L. A. Hunt, Miss Ethel Kidder and Roy Kidder of Prineville, all of whom went to the family home on receipt of the sad news.

GRAND SPECIAL SALE



WE ARE REDUCING OUR MILLINERY and still have a splendid assortment of Trimmed and Sailor Hats. All trimmed hats at less than cost to close. This sale includes also Children's Hats and all trimmings, flowers, etc.



Ladies' Shirt

Waists

Special price for the 4th, one-fourth off the price of all shirt waists—nothing reserved—these are the cream of the season, many just received this month.

Boys' Suits

Special at 20 per cent discount on all Summer Weight Suits for boys and youths. Mothers you will find this the place to come for boys' Suits, Hats, Waists and Shoes.

Neat Straw Hat given with each cash sale of Boys Suit.



Jackson Corsets are selling rapidly. We advise you to try the "Rosita" at \$2.00—longer styles to \$3.50. Call for the Jackson Corset.

New Dress Skirts Panamas in leading colors—black and white checks, all are tastefully trimmed with large buttons.



Men's Suits

All Summer Suits at one-fifth off. Several fine numbers remaining

Straw Hats

Splendid line of Straw Hats for men and boys.

C. W. ELKINS