

# Crook County Journal

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## RAILROAD CREW ON TROUT CREEK

### Establishing Another Big Construction Camp

### ENGINEERS HEAD FOR MADRAS

### Freight Teams Offered Good Wages for Hauling Supplies to the Camps.

A construction crew of about 150 men arrived on Trout Creek last Monday evening and are now busy making a wagon road down the creek so as to be able to get their equipment and supplies on to the Deschutes river, for railroad grading. This is the encouraging news that is brought to town this week by residents coming in from Madras. This invasion of workmen is thought to be the forerunner of the establishment of a big construction camp on the river near the mouth of Trout creek. Efforts are being made by the men in charge of the construction forces to hire men with teams to haul large quantities of freight in

from Shanko at once, but so many of the farmers are busy harvesting that some difficulty is being encountered in securing the freighting outfits.

Another big crew of men, said to be an engineering party, is also reported to have arrived at Shanko, and is said to be headed for Madras to take up some branch of the preliminary work on the railroad.

Freighters coming in from Shanko say that the railroad men are offering \$8 a day, with board and horse feed, for men with four-horse outfits to haul freight from Shanko to the mouth of Trout Creek. Ten dollars a day is said to be offered for the service of teams between Grass Valley and the Deschutes river.

### Thinks Luck Changed.

L. M. Thomas came in from Lamonta Tuesday. He says something is the matter with him but he doesn't know what it is. His wheat crop this year is the best he ever had and he has lived in the county eight years. As an experiment he planted twenty-seven acres in Turkey Red and he finds that it does better than any other variety of wheat he has ever sown in this dry climate. "I planted it in the dust last fall," said Mr. Thomas, "and now it looks fine. My potatoes and garden truck generally is the best I've had, and as I said before, I think something is the matter with me or else my luck has changed."

## DESERT LANDS DRY FOR A FEW DAYS

### Flume Collapses at the Head of Canals

### DAMAGE AMOUNTS TO \$3000

### Water Backed Up in Flume, Overflowed and Undermined Supports

About 300 feet of the flume below the intake at the head of the big irrigating canal of the D. I. & P. Co., on the Deschute a few miles above Bend, collapsed the first of the week and as a result the "desert" will be primarily dry for several days, or until the repair can be made in the flume. The flume is 16 feet wide and carries a flow of water about 3 or 4 feet deep.

The report is that a break occurred in the Central Oregon canal and that word was sent to the flume tender to shut off the water from that canal so that the repair could be made. To comply with this order the flume

tender must reduce the flow at the intake, and divert the extra water through a waste gate. But in making the shift the gates were not adjusted properly, and water backed up in the flume and poured over the side. This falling water soon undermined the supports with the result the 300-foot section went down with a crash that was heard for miles. The damage is estimated at \$3000. It will take ten days to make repairs.

Steps were at once taken by the D. I. & P. Co. to repair the flume, and teams were dispatched to the sawmills in the Sisters and Rosland districts to get lumber to use on the work.

The break in the flume comes at a bad time for the water users on the irrigated lands as it is just now that they need the water for the last thorough wetting before the grain ripens for harvest, but they are assured that all possible haste will be made to get the water flowing in the canals again.

Several years ago a similar break occurred in the flume, when without any warning or discernible cause a section several hundred feet long crashed down into the canyon. Just after a party of eight-seers had passed over it.

### \$75 in Rewards.

Lost, strayed or stolen—Ray Percheron filly, two years old this spring, branded small C on left shoulder, disappeared from my place near Lamonta, last fall. \$25 reward for return of animal, and \$50 reward for evidence leading to conviction of any party guilty of stealing same. OSCAR COX, Lamonta, Oregon. 8-19p

## ENTIRE SURVEY NOW APPROVED

### Government Gives Harriman Clear Field

### ONLY MINOR OBSTACLES NOW

### Conflicting Right of Way With Oregon Trunk Remains to Be Settled.

The entire survey of the Deschutes extension of the O. R. & N. into Central Oregon has now been approved so far as the interior department is concerned, says the Oregonian.

When the Harriman officials last Thursday received word of the approval of the third section of 50 miles it was supposed that the department had not yet acted on the second section of 23 miles. Further inquiry and investigation made by the general offices in Portland developed the fact that the intervening 23 miles had also been approved. As expressed by J. P. O'Brien, general manager of the Harriman lines in Oregon, the department has now done all it can in the premises for the present and the only obstacle now in the way of putting construction men along the entire route is the time limit of 30 days given for protest to the Oregon Central and the Oregon Trunk lines, whose surveys conflict with those of the Harriman road.

In the meantime, however, men are being put to work as rapidly as possible on the first section of 40 miles. This work is understood to be in charge of Twohy Brothers under a private contract with the Harriman system.

It was explained at the general offices of the O. R. & N. yesterday that owing to the nature of the construction, men could not be put on the work now in progress as rapidly as could be wished. The perpendicular character of the walls of the Deschutes canyon, in which the road is to run, makes it difficult to establish maintenance camps. Roads over which supplies may be carried have to be constructed in rock work, but these difficulties are being surmounted as rapidly as possible. About 350 men are now at work on the grade of the first 40 miles of the railroad.

The Deschutes Irrigation & Power company, which controls the survey of the Oregon Central, announced to the newspapers that it would enter no protest as a result of the conflict between the routes of the two roads. Mr. O'Brien had said that if this company would give a written waiver to that effect the Harriman line would cover the entire survey with construction men. Mr. O'Brien said that he had received no official information from the irrigation company or the Oregon Trunk line that they would not protest.

### Steel Rails on the Way.

General Manager J. P. O'Brien, of the Harriman lines, has ordered the steel rails and other structural material for the 130 miles of the Deschutes River Railroad into Central Oregon. He has announced that the steel is now in stock and that the rails for the first 50 miles of the road have already been shipped from Omaha, and are on their way to Oregon. No specific date for the delivery of the steel is specified, but it will move forward just as rapidly as it can be handled by the available equipment.

The structural material for the entire road will all be furnished by the Harriman people, particularly the steel, as it is made according to special specifications. The 50 miles of steel now on its way to Oregon consists entirely of 75-pound rails and amounts to nearly 7400 tons, between 350 and 400 carloads.

It is the announced intention to begin the laying of the steel from the mouth of the Deschutes River. The date when the first rails can be laid is, however, uncertain, as it all depends on the progress made by the grading crews now in the field.

"That is the only practicable way of going at it," commented Mr. O'Brien. "We will work right up the canyon from the mouth of the river and continue to handle the material and equipment over the new construction."

### Government No More to Say.

It is a source of deep gratification to Mr. O'Brien that the approval of the maps for the entire project has finally been accomplished. So far as the Government is concerned, it has nothing more to do with the project, and the way is clear for the Harriman people to begin clearing up such obstacles as conflicting locations filed on by rival roads or private power companies. It is highly probable that the Deschutes Irrigation & Power Company, which has made surveys in the name of the Central Oregon road, will submit written waiver of its rights to the Harriman people soon, and then additional con-

struction crews will be scattered along the entire length of the Deschutes River line.

### Complete Line in 18 Months.

Within the next 18 months \$5,000,000 will have been expended in construction of the Deschutes railroad and trains will be tapping the rich, open country in the vicinity of Redmond, terminus of the proposed line, until further extension is deemed advisable. The interior department has now done everything in its power to make possible the building of the road, and the question of permanent right of way will be settled for good if no protests are filed with the department within 30 days.

### Will Increase Force.

"Through Twohy Brothers, contractors, the company will put every man to work that can be employed to advantage as soon as we secure assurance that the project will not be held up," says Mr. O'Brien, "and trains should be running between Deschutes on the Columbia, to Redmond, about 20 miles from Prineville, at the end of 18 months. Several hundred men are now at work on the first section of 40 miles and more will be added continually."

When the D. I. & P. Co. files official notice that it will waive the right to protest, the number of men employed on the grade will be increased to the limit.

"For a distance of 80 miles the road will run through a very deep canyon and construction work there will be difficult because of the inaccessibility of the land, but the remainder of the 170 mile distance will offer no obstacles," Mr. O'Brien explained.

### Mysterious Mr. Stevens.

The object of the investigations made in Eastern Oregon by John F. Stevens, ex-chief engineer for the Great Northern, is still a mystery to Portland people, and his present whereabouts are unknown here. It has developed that while Mr. Stevens was stopping at the Hotel Cornelius under the name of John F. Sampson, of Milwaukee, he was receiving mail under his true name at the Hotel Portland. On July 14, Mr. Stevens gave an Eastern forwarding address to the Hotel Portland mail department, and his letters are no longer held for him. At the Cornelius it is stated positively that Mr. Stevens has gone East. One of the theories advanced as to Mr. Stevens' work is that he is in the employ of New York and European investors in irrigation projects and was looking over Eastern Oregon for available water power sites.

## Jim Hill Might Invade Oregon

Sunday Oregonian: The building by the Hill interests of from 1500 to 2000 miles of railroad in Oregon, the acquisition of the Oregon the purchase of the Pacific & Eastern, a Medford road, were forecasts made in Portland yesterday of impending railway development.

The story of Hill's intentions comes with a fair degree of authenticity from a man possessing minor railroad interests in Oregon who asserts that he spent several days with John F. Stevens, the railroad engineer and locator, who has been in Oregon for six weeks supposedly in the employ of Hill.

The acquisition of the Oregon Trunk implies the building by Hill from a point on the North Bank road across the Columbia and up the Deschutes River in the lower canyon of which Harriman is now rushing construction gangs as fast as camps can be established and supply roads built.

Hill's reported desire to purchase the Pacific & Eastern implies an intention to proceed still further south with his system, entering perhaps the California railway field.

The Oregon Trunk interests are controlled largely by Porter Brothers, contractors of this city. Porter Brothers built the North Bank road for Hill and are known to have been in close touch with Stevens during his inspection trips throughout Oregon. The Oregon Trunk has located railway surveys in Central Oregon which conflict in part with those of Harriman's Deschutes road, and the Oregon Trunk has until July 21, it is understood, to protest to the Interior Department against the final approval of the fourth section of 29 miles of the Harriman survey.

The Oregon Trunk surveys, it is understood, have not been extended down the whole length of the Deschutes but Stevens has been over that ground and the railroad man who declares the Oregon Trunk will become a Hill enterprise asserts the Harriman construction work cannot keep Hill out of the Deschutes canyon.

The Pacific & Eastern is the old Medford & Crater Lake railroad, which went into the hands of a receiver last year. The road as now located extends 32 miles into a heavy belt of timber and it is asserted that surveys have been made across the range into Central Oregon which have developed the fact that the route will tap Central Oregon with a lower altitude and better grades than Harriman's Klamath Lake route from the south.

The acquisition by Hill of the Oregon Trunk and the Pacific & Eastern would give the empire builder the working basis for a line almost across Oregon north and south.

## MADRAS WANTS IRRIGATION

### Asks Government to Investigate Project

### FARMERS UNION TAKES ACTION

### 240,000 Acres Could Be Watered by Storing Up Flood of Crooked River.

That the farmers' unions of Crook county are in dead earnest in their efforts to induce the government to take up reclamation work in this county was evidenced by the turnout of members to a meeting held at Madras last week. This gathering was held for the purpose of taking definite action in the matter. The Portland Chamber of Commerce will be asked to lend a hand so that the project may receive the personal attention of Secretary Ballinger who is due in Portland this month.

Reclamation engineers were here last year running topographical lines and making investigations both as regards the Ochoco and Crooked river projects. The Crooked river site seems to be the one most favored by the engineers, inasmuch as it could be made to cover a greater extent of territory. A reservoir built in the neighborhood of Post could be made to cover 40,000 acres below Prineville and 200,000 acres in the northwestern part of the county.

The following petition was passed unanimously at the Madras meeting last week and extra copies were ordered printed. These will be circulated for signatures throughout the territory to be brought under the irrigation system. It reads:

Madras, Or., May 1, 1909.  
Hon. A. P. Davis, U. S. reclamation service, Washington, D. C.  
Sir:

"This communication is in reply to a letter addressed to Hon. Geo. E. Chamberlain, U. S. senator from Oregon, dated April 15, 1909. Its purpose is to ask government aid in the reclamation of about 250,000 acres of semi-arid land in the northern part of Crook county, practically all of which is in private ownership, and half of which is under cultivation for dry farming.

The rainfall in this section is irregular and insufficient to insure a fair crop every year, for which reason dry farming cannot be conducted except upon the summer-fallow plan, and that means farming large areas and the elimination of the small land owner. In proof of this statement it may be cited that many settlers have already been compelled to abandon their homes here, renting their lands to their neighbors and moving to other sections. Furthermore, the residents of this section are compelled to haul water from three to twelve miles for all domestic and household purposes.

The land lies upon level plateaus. The soil is a volcanic ash and wonderfully productive when favored by sufficient moisture.

We understand from Senator Chamberlain that frivolous objections have frequently interfered with the workings of the department. We do not believe that any obstacles of that nature would be met with in this section, and we know of no objection which could arise unless it should be from some private irrigation company operating in the country south of this section. These private companies cannot properly serve this section, and furthermore, we prefer to have the reclamation service take hold of it.

Wherefore we, the undersigned farmers and land owners of Crook county, most respectfully petition the reclamation service to investigate the irrigation possibilities of this section, and if found feasible, to grant us the service desired.

### Summer School

#### Opens August 9

The Summer School for teachers will open in the Crook County High School building in Prineville August 9, under the supervision of Mrs. Emma B. Wickersham, the head of the new training department of the high school, who is expected to arrive from Ashland, Oregon, at an early date.

The courses of study will be arranged by Mrs. Wickersham after she learns the needs of those who will take advantage of the normal work. The prime object of this Summer School will be to teach the teachers to teach. It is announced that a special feature will be made of methods of teaching in the primary grades. There will be no tuition charges, the course being free to all teachers or those who expect to teach in Crook county.

## July Clearance Sale Extraordinary



We are determined to sell every piece of Summer Goods left in our house and to clear our decks for Fall Goods now coming. We have therefore placed on sale, beginning Friday, July 24,

### At Actual Wholesale Cost

Every Shirt Waist and Shirt Waist Suit, all white skirts, parasols, kimonos, white hose and millinery. In broken lines we have reduced the price to a mere fraction of the actual cost to make sure everything will go. Do not let this pass as we will not have another sale of such magnitude this season.

All Summer Dress Goods such as printed wash goods, batistes, organdies, and fancy lawns at actual cost.

White Hose and White Canvas Shoes for misses and ladies. We have some sizes which you can have at less than cost as we want to close out every pair.

Laces and Embroideries at a big saving. Odds and ends at less than cost to close.

Toilet Paper 6 rolls for 25c; better grade 3 rolls for 25c.

We have many odds and ends of Summer Skirts, Ladies' Dusters etc. that are included in this sale.

Goods will be marked in plain figures and we do not ask you to buy unless you see a bargain.

Men's Department, Men's straw hats in dressy shapes, and a few suits in latest styles, at cost.

Boys' Summer Suits, in Knickerbocker pants, Boys' Shirt Waists, Boys' Straw Hats, all at cost.

### The "College Girl" Corset

Only one of the many styles we handle. We fit any size and style figure.



### Summer Dress Goods

Batistes, regular 15 cent grade reduced to 9 cents per yard  
Batistes " 16 1/2 cent " " 12 cents per yard  
Percales, regular at 12 1/2 cents reduced to 9 cents  
Percales, " 15 " " " 10 cents  
Fancy Ginghams, regular 25 cent grade reduced to 17 1/2 cents per yard  
Heavy Printed Ducks in stripes reduced to 12 1/2 cents per yard  
Mercerized Summer Silks regular at 57 1/2 cents, now 37 1/2 cents

### Shoe Bargains

Odd pairs of Men's and Women's Tan Shoes, regular \$4.00 to \$5.00 values, at - - \$2.25  
Children's Moccasins, regular 1.25 at - - 85c  
" " " 1.45 " " 1.00  
Ladies' White Canvas Oxfords, - - 90 cents and up  
Children's sizes, white Oxfords - - 75 cents



C. W. Elkins Big Department Store, Prineville, Or