

Crook County Journal

COUNTY OFFICIAL PAPER, \$1.50 YEAR

PRINEVILLE, CROOK COUNTY, OREGON, THURSDAY, AUGUST 5, 1909.

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GROOK COUNTY ANNUAL FAIR

Will be Held October 19 to 23 Inclusive

EVERYBODY HELP BOOST IT

Secretary J. H. Haner Ready to Give all Desired Information.

J. H. Haner, secretary of the First Central Oregon Agricultural Association, wishes to call the attention of ranchmen, stockmen, sheepmen and others to the annual Crook County Fair that will be held at the fair grounds at Prineville, beginning October 19 and ending October 23. He wants everybody to take a personal interest in it, believing that this is the only way to have a fair worthy of the name. Now is the time to put away samples the best you can raise so that your neighbors can see just what you are doing. If you have better methods and get better results than the other fellow the

Crook County Fair is the place to make comparison and swap experience. This is what the fair is held for. So if you are to get the most out of it give heed to what the secretary has to say.

As will be noticed by reference to the name of the fair, the old Central Oregon Livestock & Agricultural Association has been merged into the First Central Oregon Association. This merging process will enable the county to get an annual appropriation of \$750 from the state to be applied to agricultural exhibits. This additional sum will not be felt in the premium list this year but it is hoped in the near future to offer prizes that will attract the best products the county can raise aside from the honor of capturing the blue ribbon. The premiums this year will be the same as last. The racing program will be up to the standard which means a long string of outside flyers will be seen on the track. The fair premium list will be mailed to any one wishing it some time this month. It can be had for the asking. Remember, above all things, that if you raise anything worth while, save it for the fair.

Agents Wanted.

Exclusive territory given to live agents for the sale of Gloria Instantaneous lighting system. Small capital required to handle the best lighting system made. For particulars and information address, the Instantaneous Light Co., Salem, Ore. Agents for Oregon.

PORTER BROTHERS NOT BLUFFING

They Intend to Build Into Central Oregon

CAN'T BE BOUGHT OR BLUFFED

Have the Men and the Means to Put the Road Through and Will Do It.

Building up the Deschutes by the two rival roads goes merrily on. Those who thought the Porter Bros. were trying to run a bluff are changing their mind. John D. Porter, one of the contractors, vigorously denied, in an interview in the Oregonian, that the Oregon Trunk Line or his firm, was trying to hold up Harriman. Mr. Porter says:

"In the first place, I want it clearly understood that we mean business and are not building a paper railroad or trying to hold up anybody else. The Oregon Trunk will build and complete its line, and will put it in operation as quickly as money and energy can do the work. Its stock is not for sale, and it cannot be bought off or bluffed off.

The intimation that we have offered to sell out to the Harriman people is absolutely without a particle of foundation, so far as relates to any time since Porter Brothers have had control of the stock of the company. It may be that we would have sold out when we first got our stock, but we formed our purpose to build the road after a careful investigation of the possibilities of the project, and have never for a moment contemplated dropping our plans.

"Another thing I would like to make clear is that the Oregon Trunk was organized and its surveys made and approved long before any other railroad was projected up the Deschutes. Since we have been interested in the company, now about a year, it has acquired nearly every foot or right of way it requires from private owners between the mouth of the Deschutes and Madras and has paid the money and put its deeds of record. It has presented its surveys and maps to the Secretary of the Interior, and within a few weeks they have been approved, so that we are in shape to go ahead.

"We have not been talking through the newspapers or boasting of what we will do in the future. We are content to let our work show for itself. We have not asked any subsidy or gifts of right of way. We have asked no favors and have paid for what we wanted. As soon as possible after getting permission from the Washington authorities we have gone on with our construction work and we will not quit until our present stretch of road, some 130 miles, is completed and in operation. Then it will be time enough to plan for other things.

"I am not here to criticize someone else, but I cannot but call attention to the fact that the people that are now getting so active in opposition to us might have built the line to Central Oregon any time during the past 25 years, but they did not attempt to do so until they saw us in the field. Now they have not a single deed to right of way, but they are playing the same game they did on the North Bank and on the Elgin branch and elsewhere. They get very busy when someone dares to trespass on their private preserves. Does anyone in Oregon suppose the Harriman forces would be actively at work on the Deschutes today if it were not that we were there building a railroad?

"We were there first, we have our right of way, we have money enough to build our line, and we will put in a railroad that will be a credit to our reputation. I will give you a few items for comparison, so that you can see whether we are fakers and hold-up men, as we have been represented to be. At points of conflict we are making 18-foot road-bed and 18-foot cuts, and are holding to a maximum curvature of six degrees, and a maximum grade of five-tenths per cent. The opposition is working on 14-foot cuts, 14-foot embankments and 14 to 17 degree curves, with steep adverse grades; and to any railroad man these grades and curves of the Harriman survey will readily appear to be intended for no other purpose but to block our work. Their present survey is little, if any, better than their Shaniko line.

"One thing more the people ought to know. Harriman agents are now in the field trying to get land owners from whom we have deeds to give them quit-claim deeds on top of our right-of-way, offering them bonds to protect them from litigation, and big prices for the quit-claim deeds. This is precisely the plan they practiced on the Elgin branch a few years ago. But they will find that our surveys and our deeds are prior in time and that we are no quitters. They have occupied every pass into Central Oregon for years, keeping others out of the field. But what the people of this state want, and what we will give them before we are through, is a good railroad to the interior not controlled by Mr. Harriman.

"It may be proper for me to add that the rumor that the Hill system is behind our enterprise, is entirely unfounded. The Oregon Trunk has no relations with Mr. Hill whatever.

"There is absolutely no truth in the statement that we waited until the Harriman people began before we went on with our work. As soon as our route was approved by the Interior Department, we began assembling our outfit, and we were not surprised to see the opposition hurry men and surveyors to the front to block us. We are paying no attention to them, but have several camps started, and within a week will have over 500 men on the work. We are able to take care of ourselves and do not fear opposition. There is room for two railroads up the Deschutes if need be, but we selected this route first and do not mean to be crowded out."

ALL KINDS OF PLOTS TRIED

Moves and Counter-Moves Planned.

FIRST ONE SIDE AND THEN THE

Other Has the Best of it—It is Hoped that Matters May Be Soon Straightened.

Moves and counter moves, plots and counter plots seem to be the regular thing between the two opposing railroad forces in the Deschutes canyon. On Saturday last Harriman attorneys secured an injunction against the Porter Bros. to prevent a disturbance of the verbal agreement between Twoby Bros. and the owners of the land along the disputed wagon road.

The complaint in the proceedings places the amount of damages so far suffered by the Deschutes Railway Company by Porter Bros.' week's blockade at \$1000. The complaint recites that the Deschutes Railroad Company is engaged in the business of building a railroad from the mouth of the Deschutes to Redmond; that the banks of the river in places are from 1500 to 2000 feet above the level of the river, and that because of the formation of the country, it is impossible to reach the line of the railroad from adjacent points except in a few places. It is further related that it is necessary for the company to construct a tunnel through a described neck of land in Sherman county, and that the nearest accessible point for delivering supplies and material is Grass Valley, and that it is necessary to the construction camps there to have the supplies delivered over certain described lands belonging to Roy J. Baker, Fred Murtie and L. R. French and B. F. Downing, who are named as co-defendants.

It is alleged in the complaint that on July 10 the Deschutes Railroad Company entered into an oral agreement with the landowners named, by the terms of which the landowners agreed to permit the company to use a road heretofore traveled across their lands as long as the company might desire. The injunction is returnable within 10 days after service at the county seat of Sherman county.

No Attention Paid To Injunction

Disproportionate numbers were the only thing that prevented a clash between the Harriman and Porter Bros. forces on the Deschutes Sunday. A staff correspondent of the Oregonian writing from Grass Valley says that in spite of the injunction issued in the circuit court Saturday Porter Bros. today (Sunday) put 75 men, armed with pickhandles, axhandles and in a few instances guns, on guard at the locked entrance to the Gurtz ranch. Again Twoby Bros. sent teams to the front, and again they brought them back with wagons loaded, but the return was not made until after one four-mule freight wagon and a pack train of three horses had been forcibly ejected from the ranch by the 75 men. The ejection was accomplished without the breaking of any heads or the injury of any one, by unhitching the mules from the first wagon through the gate and the men pulling the wagon out backward. Owing to being overwhelmed by numbers, the Twoby drivers had to submit.

Settlers' Grievances Are Very Slight

Grievances of settlers on the Deschutes irrigation project are slight, says Attorney General Crawford, who has returned from an investigation into the conditions in the Deschutes valley. The land board had listened to considerable evidence in regard to the Deschutes Irrigation & Power Company's difficulties, but it was for the most part corporation difficulties, brought about by a change in directorship and assignment of interests says a Salem dispatch to the Journal.

The entire land board, which consists of the governor, secretary of state, state treasurer, state engineer and attorney general, had contemplated making the investigation, but as various matters detained the other members of the board only Mr. Crawford visited the project this week.

"Two main difficulties are being experienced by the settlers," says the attorney general. "Those who have more land than the water with which they are supplied will irrigate, and those who have not enough land for the amount of water they have at their disposal.

"It will be the endeavor of the board to bring about equalization of the water supply and force the company to make a more satisfactory distribution or make returns to the settlers. Otherwise the conditions in the valley are very satisfactory."

A. M. Drake, former promoter of the irrigation project, is trying to compel the irrigation company to take its water from the river below Bend instead of from above that city, according to a contract which he says he has made with the corporation. This has caused the greatest trouble. Until this matter is settled the land board will continue to have its hands full. The construction of a new canal would bring additional cost upon the irrigation company.

Attorney General Crawford says the rumors that Harriman and Hill are fighting for a right of way through the valley has enlivened things in the valley, and if such a railroad as is proposed is built, it will not only mean a great boon to the Deschutes valley but to the entire state.

packer did not even enter into conversation with the men who were grouped back of the gate on the Gurtz land, but awaited the arrival of the freighting teams.

The wagons, nine in number, and each drawn by four mules, arrived at the gate in advance of Sheriff Freeman, Attorney E. V. Littlefield and a deputy sheriff. The teamsters halted at the gate and attempted to "josh" the Italians, but could get little response.

The force of the Harriman contractors was only eight or ten, counting the sheriff and deputy sheriff. Judge Littlefield was the spokesman. He demanded to know who was boss of the crowd, and Carleton stepped forward. "I suppose you are here to try to prevent our passing over this road?" said Judge Littlefield.

"I have to inform you that an order of court has been issued ordering the opening of this gate and we intend to open it. I warn you that I have the sheriff and his deputy with me and that the first man who exerts violence will be arrested."

"Well," said Carleton, "We are not here to prevent your cutting the wires if you want to, but we intend to stop your teams if they try to go through. My instructions are not to use any violence, but to prevent your teams passing over this land."

"Well, we intend to take these teams through that gate," remarked Judge Littlefield, and he instructed one of the Twoby men to cut the wires. The gate was opened without the use of plier by untwisting the top wire and slipping the padlocked chain over the top of the post.

The Porter men did not offer any resistance to this, but as the leading Twoby team started toward the opening, Carleton called out: "Now, men, no violence."

The leaders of the four-mule team had hardly put their noses through the gate before the 75 Italians were swarming around their heads. Sheriff Freeman and his deputies who were in advance were brushed aside like flies. Men seized the bit of each animal and others jumped for the traces and tried to unhook them.

The swarm of men around the mules was pushed on for about 15 feet by the urging of the driver, but control of the animals was then gained by the Italians, and the wagon stopped a few feet inside the gate. The mules were then completely unhitched and tied to the side of the wagon.

Just as the rear wheels of the wagon cleared the gate the packer with his train slipped by and attempted to execute a flank movement through the wheat field which adjoins each side of the road. He had a fair start before detected by the Italians, but a dozen or 15 took after him and one threw a pickhandle, which struck the rider's horse. The packer was outdistancing his shouting pursuers except a negro, who caught the third horse by the tail, then the second horse stumbled and the leading rope was pulled loose. This halted the pack train and the rider and loaded animals were brought back to the gate.

That no one was hurt during the encounter was due to the overwhelming numbers in the Porter forces. The Italians, gaining confidence when the scarcity of men with the Twoby teams was shown, put down their pickhandles in many instances. Sheriff Freeman did not attempt to make any arrests. After a while, Porter's men were instructed to back the wagon out of the enclosure. One of Twoby's men was sent to look for water, the intention being to hold the teams there for a decision by the company's representative in Grass Valley. An hour's search of ranches brought no relief and the teams were turned back to Grass Valley.

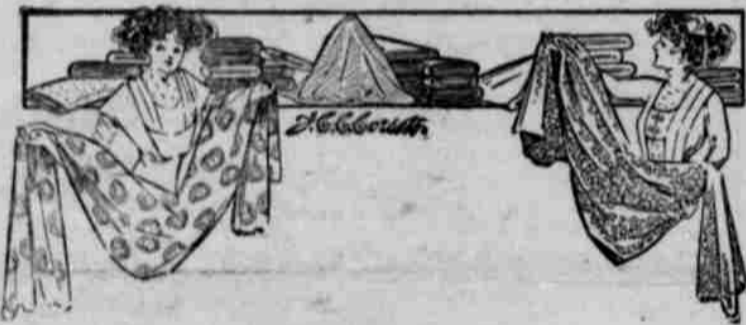
School of Quality.

A well-written advertisement appearing in this issue of the Journal is that of the Portland Business College. This institution has adopted "The School of Quality" as its slogan. This is a suggestive sentiment, and one that means much to a student who will enter into its full spirit. Persons who are interested in a practical education will do well to write for a catalogue of the Portland Business College. It is an attractive publication, containing specimens of penmanship, samples of business forms, etc., in addition to full particulars about the several courses of study taught, with rates of tuition for each. It is sent free to any address on application.

Posts Wanted.

Sealed bids will be received by E. W. Nelson, general manager of the Pilot Butte Telephone Co., for 20 tamarack posts 35 feet long and not less than 6 inches at top; 10 tamarack posts 35 feet long and not less than 7 inches at top; must be straight and sound; contractor to get the permit. Posts must be peeled and delivered in Prineville by September 1st. Bids opened August 15. The right is reserved to reject any or all bids. Address E. W. Nelson, General Manager, Post, Or. 8-5-2w

Our 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.



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
Ladies' White Canvas Oxfords, - - 1.45 - - 1.00
Children's sizes, white Oxfords, - - 90 cents and up - - 75 cents

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



HANDSOME SHOPPING BAGS GIVEN AWAY

During this sale we will present with each purchase amounting to \$5.00 or more in departments advertised in this sheet a Large, Handsome Fishnet Shopping Bag—a useful article to every lady. This applies to any purchase made between now and AUGUST 10.

C. W. ELKINS, Prineville, Oregon