

# Crook County Journal

COUNTY OFFICIAL PAPER, \$1.50 YEAR

PRINEVILLE, CROOK COUNTY, OREGON, THURSDAY, SEPTEMBER 9, 1909.

VOL. XIII—NO. 39

## SURVEY BEGUN ON NEW LINE

### Extending East From Brownsville

### MAY BE A HILL PROJECT

### To Cross Cascades by Calipooia Pass—West to Siuslaw or Cooz Bay.

A party of surveyors were started out of Brownsville eastward last Saturday making the preliminary survey of a proposed new railroad which is to traverse the Calipooia Valley. The promoters say that construction work on the road will begin this fall. The announcement was recently made by Franklin T. Griffith, attorney for the company, that the line was to run from Albany to Ontario, crossing the Cascades by the Calipooia pass. The official name of the company is the Central Oregon & Pacific.

The three men named in the directorate of the company are Franklin T. Griffith, Dorsey B. Smith and C. H. Warner. Griffith has handled the rail-

road end of the Portland Railway, Light & Power Company's legal business for some years. Smith was formerly assistant general superintendent of the O. R. & N. Co. and is now general manager for the Open River Transportation Company, a company in close sympathy with a project for a railroad from Ontario to Cooz Bay.

The promoters of the Central Oregon & Pacific will not say who is behind the proposed railroad, but declare they have funds with which to carry on the work. It is a fact known to many railroad men that the most feasible pass across the Cascade Mountains from Central Oregon is what is known as the Calipooia Pass. It is also equally well known that this pass has been thoroughly investigated and is now a subject for the thoughts of the men who are at present laying the foundations for future railroad-building in Oregon.

A study of the map of Central Oregon brings to mind the thought that the Central Oregon & Pacific could very easily be a part of the Hill scheme to reach Cooz Bay with his Oregon Trunk line, now building up the Deschutes. Another link in the railroad chain could easily be figured out in the proposed railroad from Eugene to the Siuslaw and Cooz Bay, the survey for which is now being made.

Commenting upon the proposed road the Oregonian says:

"It is strongly suspected here that the Central Oregon & Pacific Railway is a Hill property. The construction of such a road easterly from Brownsville up the Calipooia River would form a natural connecting link to the extension by Hill of his Central Oregon road across the state to Cooz Bay. That Hill has designs on Cooz Bay is generally believed and it would not be surprising should it develop that the operations of the surveying crew now in the field is the preliminary move by him in the proposed invasion of that territory."

## BETTER SIDEWALKS COUNCIL'S POLICY

### Weed Ordinance to Be Passed at Once

### SPECIAL MEETING FRIDAY EVE

### To Pass Weed Laws and to Name Streets in Newsom's Third Addition.

The city council met Tuesday evening, this being the first session of that body in two months. The August meeting was not held on account of the absence of the majority of the members.

Mayor Stewart, Councilmen Shipp, Adamson, Yancey, Lippman and Clifton, Recorder Powell and Marshal Huston were present; Councilman Cram absent.

A sweeping order for the repair of old sidewalks and the replacing of dilapidated walks with new ones was made by the council. The sidewalks all over town are to be inspected, and Marshal Huston was directed to order such improvements

made as he deems necessary to put all walks in good condition. If the improvements are not made by the owners with due diligence, the marshal is to have the walks put down and the city will hold the costs against the property as a lien.

"When the city orders a sidewalk built, the order should be enforced," said a member of the council. "Property owners seem to think it doesn't matter whether they comply or not. We ought not to put up with so much procrastination." The council has concluded to wake up some of the slow-pokes.

Another matter relative to the improvement of the appearance of the city which came up for discussion was the destruction of the noxious weeds which grow in the streets, alleys and vacant lots. There is no ordinance covering the weed nuisance, although the state law makes it necessary for each city to pass ordinances providing for their extermination.

The committee on judiciary, whose business it is to draft all new ordinances, was directed to draw up a measure covering the weed question, and have it ready for the consideration of the council at a special meeting of that body, which will be held next Friday evening at 7:30. The ordinance will be passed and put in effect at once, as the destruction of the weeds before the seeds ripen and shatter is considered most important.

S. J. Newsom appeared before the meeting and presented a plat of his

## ASK RECEIVER FOR D. I. & P. COMPANY

### Bondholders Want to Gobble It Up.

### MISMANAGEMENT IS CLAIMED

### Fred Stanley Tells About "High Finance" of Bondholders of Irrigation Company.

Application for the appointment of a receiver for the Deschutes Irrigation & Power Company was made September 2 in a suit filed by John G. Deahler against that company in the United States court. Conspiracy, mismanagement and breach of trust are charged against the directors of the company, which is in arrears for the last three semi-annual interest payments on a bonded indebtedness of \$350,000. With the exception of about \$20,000 the entire bond issue is owned by capitalists of Columbus, O.

"It is not our purpose to wreck this company," said a representative of the bondholders. "What we desire is to effect a reorganization of the company, give it a new management, place it on its feet financially, secure the necessary funds to continue the work and then complete the project as originally contemplated. But until we secure a new management of the company's affairs our people will not feel secure in their investment nor will they be disposed to advance further funds."

money invested, and demands his interest and his obligations paid. Mr. Deahler and his associates realize that the property now has become valuable, especially in view of a railroad up the Deschutes, and my opinion is that it is their desire to wreck the company, wipe out the stock and get control of the company at a bargain. We do not believe that Deahler and his associates will be successful in having a receiver appointed, for we can show that all acts of the directors and officers of the company have been open and above board and entirely for the best interests of the company, its stockholders and its creditors."

The management of the irrigation company has not been satisfactory to the bondholders in the East for some time. As long ago as February, 1908, the stockholders held a meeting in Columbus and appointed a committee to investigate the situation. Last July representatives both of the bondholders and the stockholders came to this state and thoroughly inspected the company's holdings. It was on this report and subsequent developments here in Oregon, including the Howard contract, which has moved the Eastern capitalists to seek to effect a reorganization of the company under a new management.

In the aggregate the company has contracted to reclaim about 250,000 acres. Of that acreage, 60,000 acres have been placed under irrigation. A total of 48,000 acres has been sold to settlers while an additional 12,000 acres have been approved by the state authorities. To complete the project and bring under irrigation the remaining 150,000 acres, it is estimated will require \$2,000,000.—Oregonian.

## RAILROAD CAMP AT TRAIL CROSSING

### Making Abutments for Cantilever Bridge.

### NEED MEN WITHOUT TEAMS

### S. J. Wayment Will Have Con- tract for Grading Hill Line from Madras to Bend.

The Wayment construction camp at Trail Crossing was visited Tuesday by a party consisting of Dr. Rosenberg, M. E. Brink, Thomas Sharp, Jr. and a Journal representative. It took just one hour to make the run from Prineville in the doctor's car.

The head construction camp is located opposite the home of R. M. Morris. There are a dozen tents or more. The scene of railroad construction, however, is a mile and a half below this place. It was at the tents that the Prineville party met Mr. Wayment, who has charge of the advance guard of the Hill forces. After being shown about the place the party was invited to take a look at actual railroad building. "This is no paper road," said Mr. Wayment, "but the actual construction of a first-class trunk line. These men over there," pointing to men on the north and south banks of the river, "are blasting and excavating for the abutments of the cantilever bridge that will span Crooked river at this point. The bridge will be over 500 feet long and about as high above the river. We have to make a 30-foot fill for about a mile on the south side and that is what those men and teams are doing." For two or three hundred yards the place looked like an ant hill. There were two-horse slips, and 4-horse Fresno piling dirt on dirt until the required height is gained. There were thirty-four teams and sixty-eight men employed in the camp. Mr. Wayment classifies his men into several divisions, and the wages of each division are governed by a regular scale. Foremen get a hundred a month and board, finkies receive \$30, plow shakers, teamsters, rockmen, Fresno holders, slip holders, freighters, etc., get wages ranging all the way between foremen and finkies.

"I can give employment to all the 'single' men I can get hold of, but do not need any more teams at present," said Mr. Wayment in response to a question concerning the demand and supply of labor. "I am working these men on 'force account,' that is, for the company direct, but I expect to leave today for Portland where I will take out a contract for a definite number of miles. I am also going to ship in the rest of my outfit that is now at work on the Tillamook line. This camp outfit is only a part of my regular equipment. When I get my contract signed and can secure more help will hire teams from the outside, but at present, all I need is men. Please make this point plain," said Mr. Wayment. "We treat them right, feed them right, and think we should get all we need. Local men are not generally good railroaders but they soon learn the business. Why, even the horses and mules pick it up. Wait 'till the noon hour and when the word is given to span out, not a mule will budge except to go to camp."

As the noon hour was drawing near the Prineville visitors were invited to partake of the hospitality of the camp. "We all live alike," said the superintendent, "my wife and daughter, the engineer corp and everybody get just the same food and eat at the same mess table." We found the table well supplied with first-class meat, eggs, vegetables, fruit, bread and butter and good old apple pie. A meal good enough for anyone. Every department of the camp is carefully looked after and personally inspected by Mr. Wayment himself. If a man does not keep himself and clothes clean a committee is appointed to do the clean-up act and one dose is generally sufficient to prevent a repetition. Men who are careless about their personal habits are herded together in what is called the "bull pen," but these men must clean up at least once a week. This is necessary for the general health of the whole camp.

"I never met finer people or received better treatment in my whole eighteen years of railroading," said Superintendent Wayment, "than I have right here in Crook county. Everybody has been exceedingly kind and accommodating and have given us a very hearty welcome. We buy all of our supplies locally, that is, all that can be had, and find prices reasonable. Just as long as we can do this not a dollar will be sent outside for anything you have for sale. Of course we do not intend to be held up and won't be. Our freight to Shanko does not cost us a red cent. Hill and Harriman fight in the legal division but when it comes to the



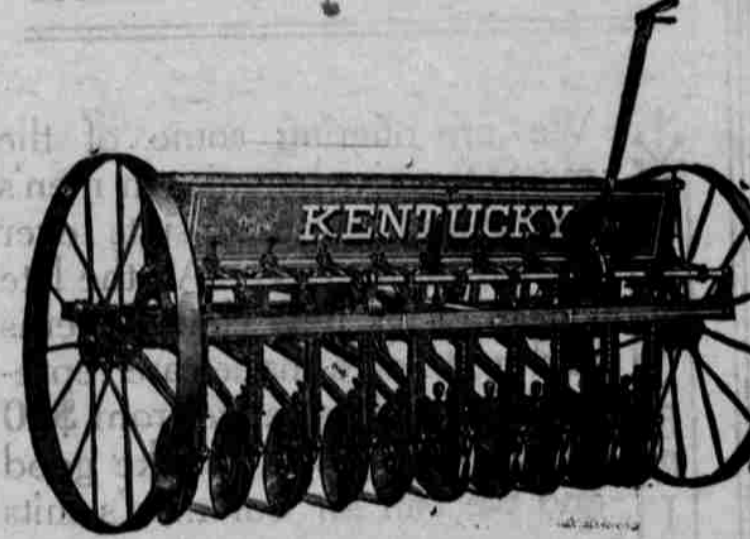
## Builders' Hardware

DOORS AND WINDOWS, PAINTS AND OILS

Let us figure on your bill  
We will save you money

## Up-to-date Farming

Requires some good implements. For plows we have the Oliver and John Deere in all new styles.



## The Kentucky Drill

Has the direct force feed—superior to any other—very latest improvements

BRILLION LAND ROLLERS, DISC HARROWS,  
FANNING MILLS, MITCHELL WAGONS, HACKS  
AND BUGGIES

## C. W. ELKINS

## Funeral of James M. Hamilton

James M. Hamilton died at Eugene September 2, aged about 52 years. He was well known to the older residents of Crook county having lived here about twenty years, removing from here about 15 years ago. Since then he has made his home near Antelope, at Portland and later at Eugene. At one time he conducted a planingmill business in Prineville.

The remains were brought to Prineville for interment, and the funeral occurred last Sunday afternoon from the M. E. Church under the auspices of the Masons, the sermon being preached by Rev. C. P. Bailey.

## Fell Dead While Riding a Horse

Mr. Bazard of Cline Falls was found dead a short distance from his home there last Sunday, death supposed to have resulted from paralysis of the brain. Mr. Bazard had ridden away from the house on a horse to look after some matters on the ranch. Afterward his horse returned riderless. A search was at once commenced and he was soon found, dead, having apparently fallen from his horse and died without a struggle.

For several years the deceased had been afflicted with attacks which rendered him unconscious at times, said to be due to a brain disorder, and it is supposed that one of these attacks came upon him while riding.

Mr. Bazard was about 65 years old. He was a widower and several children survive him. The family came to Cline Falls over a year ago, from Eastern Washington.

## Madras to Have Bank.

J. M. Conklin of Portland, has been in Madras several days this week, looking over this locality with a view to establishing a bank, and after making a thorough inspection of the country tributary to the town, has definitely decided to open up a bank at this place at once. Organization papers for a banking corporation will be prepared before the end of the week, or as soon as all the preliminary arrangements are completed. Mr. Conklin will be the principal stockholder in the bank, but some stock will be held by local business men.—Pinoer.

## Lincoln County High School.

For information in regard to Lincoln County High School, Stenography, Typewriting, Vocal and Instrumental Music, Manual Training, Rent of furnished cottages, cost of living, address Prof. Wilbur, Newport, Oregon.

## Timber Land Wanted.

Timber land wanted by buyer direct from owner. Give description and price. Address "Timber," care Journal, 9-2-1m

Crook County Journal, County Official Paper. Subscribe for it. \$1.50 year

## Lincoln County High School.

For information in regard to Lincoln County High School, Stenography, Typewriting, Vocal and Instrumental Music, Manual Training, Rent of furnished cottages, cost of living, address Prof. Wilbur, Newport, Oregon.

## Timber Land Wanted.

Timber land wanted by buyer direct from owner. Give description and price. Address "Timber," care Journal, 9-2-1m

Crook County Journal, County Official Paper. Subscribe for it. \$1.50 year

## Questions Good Faith of Plaintiff.

"Now comes Mr. Deahler, who perhaps has not one dollar of his own

Continued on page 2.