

Crook County Journal

COUNTY OFFICIAL PAPER, \$1.50 YEAR

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HIGH SCHOOL

DEBATE FEB. 4

Postponed from January 28th

WASHOUT CAUSED THE DELAY

Besides the Debate there will be a Good Musical Program.

The event of the year for the high school, the inter-high school debates, will take place on Friday evening, February 4. The supporters of the negative of the question, resolved "That the government should own and control the railroads," left Tuesday for Fossil where they will meet the upholders of the affirmative. Fossil's negative team will go to Moro; and Moro's negative will come here, thus completing the triangle. The teams scoring the most points will win. It is possible for the two teams, from one school, to score eight points.

The debaters who left for Fossil with Mrs. Wickersham as chaperon are: Misses Ethel Kidder and Agnes Elliott and Robert Kester. The high school made the streets ring with their yells as the stage carrying the debaters passed through town and the cheers of their fellow students helped much to make the contestants feel

that though the trip might be hard nevertheless it was worth it.

In addition to the debate at the Commercial club hall on Friday evening there will be an excellent musical program from both the students and outside talent. No one who is interested in the high school can afford to miss the debate. Following is the program:

Vocal solo—"The Daily Question" Miss Helen Elkins.

Debate—"Resolved, That the Federal Government Should Own and Operate the Railroads of the United States."

Affirmative.—Crook County High School, Misses Emerien Young, Louise Summers and Ethel Moore.

Negative.—Sherman county, upheld by three young men from the schools of the county.

The C. C. H. S. Nightingales in Paul Ambrose's "Shoogy Shoo."

Instrumental duet—"Sunflower Dance" by MacClymond, Misses Gertrude Hodges and Ethel Moore.

The decision of the Judges will close the program.

Mrs. Mingers and little daughter of Lamonta were C. C. H. S. visitors, Wednesday.

Misses Allie and Ethel Horigan were society visitors Friday and Mrs. Babbidge visited the Alpha society, Friday.

Mrs. Rice was an Ochocoian visitor at their last meeting.

The boys are anxiously waiting news from the outside teams. We feel that we are ready for larger fields to conquer but we may decide differently after the next inter-society contest.

Ochocoian.

Last Friday was the semi-annual election of officers for the society and

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TOWNSHIP

PLAT BOOKS

Nearly Completed by County Surveyor.

WILL ADD 300 NAMES TO ROLL

Great Convenience and Saving to County—Should Have been made Years Ago

County Surveyor Rice says that he has three hundred new names to be added to county assessment roll. These names will be turned over to the sheriff to be placed on the 1909 roll. Mr. Rice thinks that \$5000 will be saved the county this year by reason of the additions.

The county surveyor was ordered by the county court over a year ago to get up an original ownership book and a present ownership book so that the county records could be brought down to date. The work involved has been tremendous. It necessitated a trip to the Burns land office so as to secure the original entries for the two eastern townships; a trip was taken to Lakeview to get the original government entries on the two southern tiers of townships, and for the balance of the townships Mr. Rice had to go to The Dalles land office. These original entries make up the original ownership book.

The present ownership book will bring these records down to date. The task is by no means completed, but it has advanced far enough to add at least three hundred names to the tax roll. When it is understood that each township must be plated and all errors corrected, so far as possible, progress is naturally slow, but when once accomplished will be a great saving to the county. It will add many thousands of dollars to the tax roll, besides saving many thousands of dollars in making out future assessment rolls.

Heretofore the assessor has had to get along the best way he could from imperfect records. Now, however, when the records are brought down to date all property should bear its just proportion of the county taxes. Complaints of double taxation, errors in descriptions, etc., that are annually made to the board of equalization will be reduced to a minimum.

DRY FARMING

POSSIBILITIES

Of this Central Oregon Country.

MILLIONS OF FERTILE ACRES

Illimitable Opportunities for the Enterprising Husbandman.

Shumia Meeting.

The regular meeting of the Shumia Club was held Saturday, January 22, at the home of Mrs. Ethel Edwards. After the regular routine of business a most interesting program was rendered. The life of Dickens, taken principally from his autobiography, was well given by Mrs. Lizzie LaFollette.

Mrs. Collins Elkins then entertained the club with literary conundrums, consisting of names of magazines, authors and quotations. The prize for this contest was awarded Miss Catherine Conway, Mrs. John Wigle being a close second.

Mrs. Pearl Kayler very ably reviewed Dickens' "Christmas Carol," with which the program closed.

At the close of the meeting dainty refreshments were served by the hostess, and after a pleasant social half-hour, the club stood adjourned.

OREGON TRUNK

CONSTRUCTION

Facts Brought Down to Date.

SUMMARY OF WORK DONE

The Difficulties of Construction Work Explained by an Expert.

Annual Number Oregonian.

Under construction contract—109 miles, Cello to Madras.

Definitely located—Cello to Crooked River, 140 miles.

Probable Oregon terminus—Klamath Falls, with California extension and branches to Lakeview and extension to Ontario on Eastern Oregon border.

Approximate cost Cello to Madras—\$5,000,000.

Number of men at work—2000.

Maximum working grade—Six-tenths of one per cent.

Maximum curvatures—Six degrees.

Character of construction—Rock and gravel ballast, 85 to 90 pound steel; standard North Bank construction.

Estimated time limit for completion to Madras—Latter part of 1910.

Approximately \$5,000,000 is the amount of the initial expenditure to be made by James J. Hill and his associates in constructing the Great Northern extension into Central Oregon, known as the Oregon Trunk Line.

The greater part of this \$5,000,000 will be expended in reaching simply the outskirts of the great territory that lies practically undeveloped in Central Oregon.

While prospective extensions of the Oregon Trunk Line beyond Bend have not been authoritatively announced, the entry of the road to Interior Oregon is assured. Approximately 2000 men are engaged in construction work between Cello and Crooked River and surveys are working as far south as Rosland, 30 miles beyond Bend.

The Oregon Trunk Line begins with a bridge across the Columbia river, one mile west of Cello, thereby forming a connection with the North Bank railroad to Portland. Cello is just 100 miles east of Portland. There the Trunk Line engineers have selected a natural bridge site. At Cello the mighty volume of the Columbia river divides into several channels and plunges through narrow gorges among basaltic rock islands. Five spans, the longest of which will be 320 feet, will complete the bridge and every pier will be constructed on solid rock above the surface of the water.

The bridge will give the Oregon Trunk line an overhead crossing of the O. R. & N. main line and a roadway 55 feet above the Cello Canal. From the Oregon side of the bridge to the mouth of the Deschutes river the distance is four miles, and the railway grade gradually climbs along the face of rock cliffs and curves into the Deschutes Canyon through a tunnel in solid rock. The railroad must clear the bottom of the Deschutes Canyon 150 feet in order to get over the Moody power dam site, located three miles above the mouth, and for seven miles there will be an up grade. Beyond the Moody dam the road will continue at some elevation above the water's edge, for it is necessary to clear the Government dam site 24 miles above the mouth of the Deschutes.

The Government dam is to be 100 feet high and the original survey of the railroad was located so that it just cleared the proposed structure. After thousands of dollars had been expended in construction work, the Government required the railroad to go still ten feet higher, and 12 miles of road have been relocated, and the work already done in those 12 miles has been abandoned. About 40 miles from the mouth of the Deschutes the first conflict occurs with the Deschutes Railroad Company's line. The Oregon Trunk Line for 73 miles follows the west side of the river without crossing. The rival road follows the east bank for 40 miles, and then, to avoid heavy construction and tunnel work through a projecting cliff, bridges the river, follows the west bank about five miles, and then crosses back to the east side.

To grasp the situation, one should understand that in the Deschutes Canyon there are few, if any, places where precipices have been formed on sides of the river opposite each other. A great wall of perpendicular rock may be washed at the base by the river, but invariably the opposite

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Only Three Days More

Our January Clearance Sale Closes Monday, Jan. 31

THE wonderful success of this sale is due to the fact that our prices are right. Make the most of these three days. Supply your wants for the winter.



Lowest Possible Prices

ON ALL

Men's clothing, furnishings, footwear and caps.

Boys' and youths' clothing and overcoats.

Ladies' suits, coats and sweaters.

Rubber footwear, blankets, bed spreads; table linen, lace curtains.



GROCERY CLEAN-UP SALE

Special prices for first week

Fancy Seeded Raisins, "Royal Club" regular 15c value, special low price	10c
Fancy Cleaned Currants, "Royal Club" regular 15c value, special low price	10c
Large Size Plum Pudding, regular 75c value, special low price	50c
Small Size Plum Pudding, regular 45c value, special low price	30c
Fancy Sliced Pine Apple, regular 25c value, special low price	15c
Fancy Canned Apricots, regular 30c value, special low price	20c

C. W. ELKINS COMPANY

PRINEVILLE, OREGON

DRY FARMING

POSSIBILITIES

Of this Central Oregon Country.

MILLIONS OF FERTILE ACRES

Illimitable Opportunities for the Enterprising Husbandman.

Professor H. D. Scudder of the Oregon Agricultural College writes of Central Oregon in the annual number of the Portland Oregonian as follows: "After many days of hard travel," writes an early pioneer, "we rode up from the pleasant valley of the John Day River over a low range of mountains into a great valley of unknown extent." "Of unknown extent"—to most of us a vast inland sea of rolling sand and stricken sage brush, from which come faint rumors of cattle, of sheep, of fence lines, of road grants, and now at last of railroad clamor. To the dust-laden, stage-wearied traveler, who has swayed and jolted and jolted and choked through a labored passage to this isolated world, comes a tremendous impression of unexpected distances, limitless area, unending horizons, from which blow the keen sweet airs that tempted explorers of old on into the unknown. Day by day may one glide over the rich, black bottom lands, undulate over the rolling uplands, labor over the broken lava beds, cross the spreading alkali flats and shallow lakes only to come upon still another world of twisted sage brush, far reaching from horizon to horizon. A few scattered cattle, a few lonely ranch-houses, a few rudely floored lowlands, a handful of sturdy pioneers, constitute civilization in this vast empire of the future.

And what is the future of Central Oregon? Here lies an area of approximately 20,000,000 acres of rolling hills and fertile valleys. New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey and Delaware combined, might be set down in this huge territory and yet leave uncovered miles around the edges. A good one-third of Oregon here, all but lost from her reckoning, a vast resource, untouched, unneeded. Ten million acres of tillable land—800,000 acres of irrigable land—3,000,000 acres of dry farming land—yet little more than 200,000 acres, or only about one-twentieth of this immense body of good agricultural land has ever been farmed. In other words, this vast domain contains more good farming land than is now cultivated in all the rest of Oregon east of the Cascades, yet but an inconsiderable fraction of it has ever felt the plow. To say, then, that the production of Central Oregon may be increased one hundred fold is but to name the result of the first step in its progress. Leaving aside its great wealth in minerals and forests and water-power, let us consider only its greatest and most permanent resource—its agriculture.

Central Oregon agriculture will be forever largely confined to the production of grain, hay and livestock—another empire of wheat and alfalfa and fat stock added to Oregon's ever growing domain. Every quality of soil and climate is found here for the successful development of this tripartite that will lead a prosperous agriculture down the centuries.

Where now the winter overflow floods the native grasses, bringing a luxuriant crop of wild hay, organized effort will store the waters, distribute them over many times their present flooding, ditch the land to leach the alkali and plow and seed the rich silt loam to alfalfa—the transformer. Nature has already inoculated the soil for this crop and surrounded the valleys with millions of acres of grazing land upon which to grow the cattle and sheep and horses that later winter and fatten on the rich hay. Nor hay alone, but the hardy, virile alfalfa seed grown at these higher elevations will come the fattening field peas, and in them both the hog—perhaps the greatest moneymaker—the American farmer sends to market—certainly so among Oregon livestock.

After all, however, the agricultural success of Central Oregon depends more upon the development of its dry-farming possibilities than upon irrigation. With an average annual rainfall of from 10 to 15 inches, and a fertile brown alluvial sandy loam soil covering almost three times the area devoted to dry farming in the wheat belt along the Columbia, the importance of this phase of agriculture may easily be comprehended. Here brains must take the place of water. Selected seed, thorough tillage and diversified production, all three combined, are the potent factors which will work the transformation from black sagebrush to golden wheat fields. Dry farming conditions here are comparable with those of the Columbia River basin, or of Montana, or of Southern Idaho. Successful production of

Smashes Greek, Gets Blood-Poisoning

W. H. Bryan, a Paulina freighter, is laid up at the home of William Adams with a very sore arm.

Bryan had a load of freight from Shaniko which he was bringing in by way of Madras. In the load was some wet goods. When in Madras some Greek railroaders caught on to the fact and tried to steal the "hoose." Bryan protected his freight, and in the fight that ensued struck one of the Greeks in the mouth with his fist. The man's teeth cut the skin on Bryan's knuckles and blood-poisoning set in. Bryan has a sore arm, but unless further complications result, he will get along all right. His load of freight was sent on to Paulina by another man.

Prineville Beef Tops Portland Market

The five cars of steers sold in the yards last week at \$5.35, the highest price of the season for Oregon stock, came from Prineville and were shipped in by George Slayton of that place. The steers averaged 1333 pounds and were sold by Hunt & Lacey.

"I am well pleased with my treatment in the Portland market," said Mr. Slayton.—Portland Journal.

Mr. Slayton had 110 head of steers that averaged 1333 pounds, and sold for \$5.35; five head that averaged 1158 pounds that brought \$4.75; and one cow that weighed 1160 that brought \$4.75.

In commenting on the market at the time Mr. Slayton sold, the Portland Journal says: "While there is only a fair tone in cattle at this time and the buyers are quite well supplied, sales of extra select Prineville stock was made during the day as high as \$5.35.

Good steers sold as high as \$5.10, a very good price considering the fact that the stuff could not be rated first class. Cows sold at \$4.25, but it took select quality to bring \$4.75.