

Crook County Journal

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CROOK COUNTY BOOSTS RECORD

\$6.25 a Hundred for Blooded Stock.

ED SLAYTON HOLDS THE BELT

His Shorthorns and Herefords Make New Pacific Coast Record.

Again Its Prineville.

Prineville was nailed and clinched to the map of records when a sale of E. T. Slayton's steers were made in the Portland market at \$6.25, or 15c above the highest price ever reached in this market. They were fine stuff and Mr. Slayton deserves much credit for his work.—Telegram.

Crook county stock has established another new record for prime stuff. This time Ed Slayton received \$6.25 a hundred for his Shorthorns and Herefords. C. Sam Smith heretofore held the record with \$6.10 as the highest notch ever reached on the coast, but Slayton has raised it 15 cents. This record price for cattle was

paid for 10 carloads which Mr. Slayton took to the Portland market. He was seven days on the road to Shaniko, which is about the usual time allowed for making the trip, and 28 hours on the train. The Oregonian in commenting on the market says: "Another very respectable lift was given the local cattle market and prices were put at a level higher than they have been for years, when steers sold for \$6.25 at the Portland Union Stockyards."

This record price for cattle was paid for Prineville stock, 10 cars of them, shipped in by E. C. Slayton. There were 224 head in the lot and they graded as extra good. The steers averaged 1375 pounds in weight.

Another bunch of 11 head of good steers brought \$6 and 18 head of fair quality went at \$5.50."

Easter Sale.

The ladies of the Methodist Church will give their regular Easter Sale on Saturday, March 19, in Belknap hall. The sale will begin at 1 o'clock and last through the afternoon and evening. In connection with the sale the ladies will serve cake, coffee, ice cream, etc.

Timber Claim for Sale.

Good timber claim for sale on the McKay near Prineville; will be sold cheap if taken at once. Address S. A. Prose, Prineville, Oregon. 3-10mp

Fine Washing Article for Sale.

I have Pennywash for sale. Price 25c a package; can be had at my house on the north side of the Ochoo. MRS. PEARL BREEDING. 3-10mp

GOOD COUNTRY FOR SUGAR BEETS

So Thinks Government Official.

SEVERAL TESTS TO BE MADE

Crook County Could Easily Support Sugar Beet Factory.

Joseph F. Reed of the bureau of plant industry, Washington, D. C., was in the city Monday on a tour of Central Oregon, and is collecting data for the information of the department regarding the growing of sugar beets.

Mr. Reed is conductor of a government experiment station at Fairfield, Washington, where he resides most of the time and his direct work is the production of different kinds of seed for the use of the department.

Mr. Reed, while here, made arrangements with several farmers for the planting of sugar beets in different localities, and will have the plants cared for in a proper manner and the results will be sent to him in the fall, together

with samples from the mature beets grown by the different farmers. From these samples Mr. Reed proposes to make tests that will show to what extent the crop will be a success in this part of the state and also to ascertain the comparative amounts of sugar and other elements that the beets contain in order to locate, if possible, the best locality for their production.

If the experiments made are successful, which Mr. Reed says he thinks they will be from what he can see of the country, the department will encourage the production of sugar beets in this county, and perhaps establish a station for the production of seed. Mr. Reed says that he thinks that Crook county is especially adapted for that purpose.

From data furnished by Mr. Reed a country that will produce beets successfully is a very wealthy country and an average crop should produce a net profit of from \$15 to \$50 per acre annually, and the lands are better fitted for grain crops, with which the beet crops should be alternated.

Lands to produce sugar beets should be of a well drained sandy loam character, and a soil that will produce a successful crop of alfalfa. It is impossible to grow them without water and make the crop a success.

A beet sugar factory can be suc-

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RAILROAD WORK UP DESCHUTES

Two Different Methods Employed.

WORK VIGOROUSLY PUSHED

Trains May be Running Into Madras by Next Fall.

A recent special from Grass Valley to the Oregonian gives the latest facts regarding railroad construction. It says:

From the local headquarters of the Harriman Deschutes Railroad emanates the statement that within a few weeks more than 20 miles of track will be laid on completed roadbed from the mouth of the Deschutes up its east bank. As reported in The Oregonian, some five miles are already completed, connecting with the O. R. & N. line at Biggs.

Three steam shovels are now engaged in hastening to completion this lower stretch of the work. Practically all that remains to be done is the construction of a number of trestles and culverts, timber for which will be brought in over the roadbed as completed. Hitherto one of the most serious difficulties encountered by the builders has been the transportation of the heavy timber from the distant railroad points over terrific grades and the worst of winter roads. Such timber, it is said, has cost 3 cents a pound to transport to the work.

A comparison of the character of the construction work of the two Deschutes roads recently has been made with some frequency. From the figures quoted such a comparison has decidedly favored the Oregon Trunk line, which, apparently, is building a considerably more substantial and expensive line than that of the Harriman rival.

Methods of Construction Differ.

The Hill line, for instance, has fills of 16 and 18 feet, as contrasted with 12 and 14 foot fills on the Deschutes road. According to one of the engineers in charge of the lower division of the Harriman line, the two roads are simply examples of radically different methods of construction. The one pursued by the Hill line is to construct at the outset, at "first cost," the very best road to be had, and by its added efficiency and economy in operation, and in not requiring later improvement and alteration, to justify the greater initial outlay.

The Deschutes road, apparently is being put through more on the principle that the very best and most expensive road construction is not justified by present traffic prospects. With the increase of earnings and enlargement of tonnage possibilities, the accumulated proceeds can be turned into road improvement. The North Bank and O. R. & N. roads, on opposite sides of the Columbia, offer striking examples of these two policies—the one built at enormous initial expense and requiring little further outlay; the other comparatively cheaply constructed and for years constantly improved, as is instanced now in the reducing of curves and double-tracking above The Dalles.

Helper Engine Will be Needed.

Since beginning work on the Harriman road, however, many improvements have been effected in the original surveys. Curves, in many instances, have been greatly reduced, and a majority of the fills considerably exceed the original top-width estimate. The maximum curvature will be a trifle over 12 degrees, while 1.5 is announced as the heaviest grading. It is understood that in the heavy climb out of the Deschutes up Trout Creek to Madras a "helper" or second engine will be required,

precluding any necessity for lightening loads.

At Horseshoe Bend, where the Deschutes swings in a great mile-long loop between precipitous walls the Harriman road has a 900-foot tunnel cutting through the hill that forms the neck of the "horseshoe." Crews are working at both ends of this tunnel, with the announced expectation of completion in four months.

From mile post 35 to 42 is included the most inaccessible, though not the heaviest, portion of the work. For much of this distance almost perpendicular bluffs rise from the water's edge, many of the camps being perched 700 and more feet above the Deschutes at the nearest practicable locations. From these camps the greatest difficulty has been experienced in getting materials and supplies down to the work. While this piece of the line is now being hard pushed, it is still somewhat behind the rest, due to the fact that right-of-way difficulties and injunctions held it up until September, one of the camps not having been installed until Christmas day.

From the opposite side of the river the precipitous trails winding down from the hidden camps above over the cliffs to the grade work offer an appearance more characteristic of Alpine mountaineering than ordinary construction work.

Ropes Support Workmen.

Here and there a bit of completed grade juts out from the base of the giant cliffs, peculiarly insignificant in comparison to its scenic setting; scarce where thousands of tons of rock have been displaced by the giant "coyote shots" of the builders appear like mere scratches on the cliff sides; and the men working on and below the slopes, often with ropes about them, have the appearance of ants. Powerful cranes, however, for their thousands of pounds of powder and dynamite daily employed are fast making way for the grade and the trains of next Autumn.

At mile 40, where the river makes another great loop around what is known as Saddle Point, the Oregon Trunk crosses twice. First there is a bridge from the west to the east bank, then an 800-foot tunnel under the "saddle" and another bridge back to the west bank of the river. Double shifts are working on the tunnel night and day, completing about 100 feet a month through the solid rock. Further up between miles 58 and 66 occurs the heaviest of all the work on the Harriman line. Here are six miles that average 190,000 cubic yards, a mile of material in the cuts. Also there are two 300-foot tunnels, which it is said, will soon be completed. Above this many miles of grade are practically finished.

A little above mile 72 the new survey of the Harriman road takes to the west bank of the Deschutes, the trunk line having crossed to the east. For 12 miles the Deschutes road will pass through the Warm Springs Indian Reservation before regaining the east side. Nothing has as yet been done in this stretch, although the Deschutes people express themselves as confident that right of way from

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WILFORD BELKNAP IS THE WINNER

In the Inter-Society Declamation Contest

OCHOCONIANS ARE VICTORIOUS

Last Basket Ball Game of the Season Tonight—Weekly News of High School.

The declamation contest last Friday evening was one of the most entertaining society functions of the year. The eight contestants each showed great ability, combined with careful training, and each deserves special mention. The Ochoconians won the contest and Wilford Belknap '10 from that society was given first place and will represent the high school at Whitman College. Miss Blanche Wilson '11 of the Alpha Society won second place, and Miss Leola Estes, '13, of the Ochoconians, third. The high school wishes to thank those who, by their musical talent, assisted in making the evening a success and especially the orchestra for the selections rendered previous to the program. Mrs. Dougall, a graduate of the Ypsilanti normal, who is now teaching at Lamonta, was a high school visitor Monday.

On Thursday, March 17 the Ochoconians and Alphas will meet for the final basket ball game of the season. After a preliminary game by the girls, the boys will play for the society championship. Each society has one game of the series, and the one Thursday promises to be an especially interesting one as each society is confident of victory. Don't miss it.

The line-up for the boys will be as follows:

Ochoconian: B. Montgomery, Center; Alpha: R. McCallister, Burleigh, O'Neil, Forwards; Lowther and Belknap, Guards; Martin, Rhee, Lester and Guards, McCallister and Morse, Point Guards; Roy Lowther.

Ochoconians.

The program of the Ochoconian Society for March 18, will be as follows:

Instrumental Solo, Leola Estes. Story of St. Patrick, Lotta Smith. Talk, Wilford Belknap. Current Events, Lawrence Lister. Paper, William Criswell, Editor. Mabel Doak, assistant. Recitation, Clarence Rice. Essay, Agnes Elliott.

Alpha.

The following program will be rendered by the Alpha Society, Friday, March 18: Song, School. Original, Robert Kester. Impromptu, George Mingers. Oration, Fay Baldwin. Paper, Roy Lowther, Editor. Wilda Nye and Roland McCallister, assistants. Recitation, Vivian Hinkle. Impromptu, Maude Potter. Visitors are always welcome. Juniors and Sophomores. Miss Ethel Kidder, of '11 was

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