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Prineville Royally Entertains Hill Railroad Party

The Distinguished Visitors Own the Town

No Better Place for Homeseekers in the United States Than Oregon, says Louis W. Hill—This Country a Revelation to Him.

That was a royal reception the people of Prineville gave to the Louis W. Hill railroad party. There was neither hitch nor flaw in the details of the entertainment from the time the distinguished visitors were met by a delegation of citizens in autos outside of the city limits Saturday evening up to the time of their departure for Burns Monday morning.

The guests were taken in hand and each individual was made to feel right at home. Their was no mistaking the cordiality of their reception. From the streamers and banners that decorated a large number of automobiles to the people that lined the streets all proclaimed in no uncertain way that Prineville was proud to do honor to our railroad visitors, and

we are proud of Prineville for the manner in which she discharged her duties as host through the officials of the Commercial Club.

The party arrived about 6 P. M. Saturday and was escorted to the city by some twenty autos led by Mayor Stewart and President Williamson of the Commercial Club, and other citizens. Every auto carried one or more streamers with appropriate wording, "Help Us Boost," "Welcome to Hill," etc. Across main street from the Prineville Hotel to the opposite corner hung a large banner with the word "Welcome" in letters two feet long, made from alfalfa. The streets were decorated and the front of the stores exhibited representative products both in their show windows and on the sidewalk. The

streets were lined with people and a general spirit of welcome prevailed.

Mr. Hill and associates were introduced to great numbers of people and were much interested in talking to the farmers and stockmen. The hotel lobby and streets in front were thronged with men until about ten o'clock when a banquet was served in the large and commodious dining room of the Hotel Prineville. There were seven courses, to which the visitors and invited guests to the number of a hundred did ample justice. Between courses speeches were made by local people and some of the visitors.

"What Will the Railroad Do for Us?"

The first speech of the evening was made by J. F. Blanchard on "What Will the Railroad Do for Us." Toastmaster Williamson, in calling upon Mr. Blanchard, said that he felt that he was voicing the sentiment of all when he stated that all present were exceedingly honored at having their illustrious visitors, Louis W. Hill and party, with them that night. To show their appreciation the Commercial Club had arranged a few speeches by local men showing the attitude that this country takes toward the

advent of the railroad. Mr. Blanchard, both as an educationalist of considerable standing in the past and a successful farmer in his present vocation, was exceptionally qualified to express the thoughts of the community on "What Will the Railroad Do for Us."

Mr. Blanchard said, "After such an introduction I am afraid that you will be expecting something great, but I am afraid you will be disappointed. 134 years ago there came into existence a new nation, about the growth of which you all know as much as I do. Its growth depended upon a great many things. It was made up of the combined qualities and characteristics of the Irish, Scotch, French, Dutch, Scandinavians and the English, resulting in the inventive genius of the Yankee."

Mentioning many of the most important of American inventions, the speaker stated that the greatest of them all was this great railroad system which now joins one side of the country to the other. "Half a century ago our nation's railroads were but small, but today America owns half of the railroad mileage in the world, worth billions of dollars. The prosperity of the country depends very largely upon the railroads. The only way

we have of judging this is by the past. What the railroads have done for others we can reasonably expect they will do for us. What has made possible the development of other countries? Nothing but the railroads. It will do for us as much, or perhaps more, than it has done for other parts of the country. Our hills and valleys now covered with sage brush will soon be waving grain. Our hillsides will be tunneled into and bring forth minerals such as we little dream of. The timber will be gotten to market. We will be producing two blades of grass where now only one grows. The railroads with our help will do this. Remember, though, it is with our help. It will bring new people, new life, new energy, and will make this city the greatest in the greatest county, in the greatest state in this great nation of ours." [Applause.]

The next speaker to be called upon by the toastmaster was T. H. Lafollette who spoke on the subject of

"Possibilities of Agriculture in Central Oregon."

Mr. Lafollette said: "In consenting to talk on this topic I did not promise a long speech. I do not feel that I am qualified for this task, and do not feel that I can do it justice, because I know that none of us really realize the possibilities of agricultural development in Central Oregon. Things that were considered impossible tasks a few years ago are common practice now. At first we just paid attention to the bottom lands, and used them for pasture, not thinking that it was possible to do much in the way of farming."

"As to what we do grow in the way of cereals, in which railroad men, as a rule, are most interested, we grow successfully all kinds of grains with proper methods of farming, in fact we have large farms occupied in their production. We have some irrigated sections, but the majority of our farms are dry farms, where grain crops are always successful, and this in spite of the fact that practically nothing is as yet known of the scientific methods of dry farming."

"Probably some facts that have come within my own field of observation will serve as the best examples of what we raise. Three years ago within half a mile of the corporate limits of Prineville, I grew over 50 bushels of wheat to the acre. I also grew 45 bushels of barley per acre on land just plowed. These yields were obtained without any irrigation whatever, and the average was taken from the entire field, not from one particular acre. A few years previous to that I grew on bench land 27 1/2 bushels of wheat to the acre, of superior quality; 25 bushels of barley, and 20 bushels of rye per acre. As to the quality of grain we raise, I need only say that last fall our hastily gathered exhibit of produce for the Billings Dry Farming Congress, gathered up in a few days without any warning whatever, brought several first premiums and a cup of which we are

very proud, in competition with the world.

Alfalfa does exceedingly well here, and I may state that the country is especially adapted to the growing of alfalfa without any fertilization of the soil. As to the quality of our forage, just one fact will serve to convince one of the excellence of this. Last winter, range and hay-fed steers, fattened four miles from Prineville, driven 65 miles over the road to Shaniko, from there shipped to Portland, established a record price and topped the market.

"As to roots, these crops do exceedingly well. I have raised white sugar beets, and mangels that weighed as high as 18 pounds. Another root crop deserves special mention, and that is potatoes. This crop can be grown very successfully in most parts of Central Oregon. The yield is perhaps not quite so great as in some other countries, but the quality cannot be excelled, and when the railroad gets in here you will find that we will ship train loads of these to market, topping the market and creating a demand for Central Oregon potatoes, for the smoothness and uniformity of size and shape of our potatoes cannot be beaten.

As to fruit, we cannot brag this up as a fruit country, but we will always be abundantly able to supply the home demand for fruit, especially for apples. Twenty-nine years ago I put out a small orchard within nine miles of Prineville, and there has never been a complete failure from this orchard, and this without irrigation. Some years the yield has been very great.

What we need here is a population of industrious, intelligent farmers. We need men from Nebraska, Dakota and other places where they use the scientific methods of dry farming. I do not know a single farmer using these methods to-day. We need capital to conserve our immense water resources now running to waste at flood-water times.

When we get these it is impossible to put a limit on the possibilities of development of agriculture in Central Oregon.

Prineville and Vicinity."

George Barnes, on "Prineville and Vicinity," was the next speaker. After giving some reminiscences of Prineville as he first knew it forty years ago, he said: "There are about 60,000 or 70,000 acres of good farming land within the vicinity of Prineville, of which 80 acres will support a family in the future. Remember that we have the climate and we have the water. Bring your railroad here and you will see that the land will be supplied with the water, and that then we will have, and that we now have, the best land in Oregon. It is true the railroad surveys do not come to Prineville, but lying all the way between here and Harney county is some of the best land in the whole state, and remember that it is a water grade all the way from the Deschutes to Harney through Prineville. [Applause.]

Prineville is not a boosted town. Remember when you are talking to us, that you are not talking to boosters or boomers, you are talking to plain business men. We live here; our homes are here; these places are not for sale; we always want and intend to live here and we want to know what you are going to do for us. The homes we have here are ours for life and we want you to come here with a railroad so that we may get in touch with the outside world. As you leave Prineville, see what we raise around here and think what we can raise when you bring us a railroad. Then go back and tell people that in very truth, Prineville is the "Heart of Oregon!" [Applause.]

County Towns and Prospective Railroads

M. E. Brink, on "County Towns and Prospective Railroads" said: "I have in mind a very prominent gentleman, a resident of the city of Portland, who states that every time he is called upon to speak he is asked to tell them something about the sage and bunch grass. I am in the same position, for although I know a good deal about sagebrush and bunchgrass, still I know very little about prospective railroads, the subject that is given me this evening."

Every city in the United States was once a country town. We know how some of them became cities, but we want to find out tonight the secret that made the inland towns great. The state of Minnesota was once filled with country towns. In 1880 they had a population of three-quarters of a million, just about equal to that of Oregon in 1910. Minnesota now has over two million people. This has been more than anything else, due to the illustrious father of our distinguished guest. [Applause.] This same gentleman is now approaching Oregon, and we have here with us his representative, and we trust that we shall hear how Minnesota did this.

Mr. J. J. Hill stated a short while ago that 10 acres of Willamette valley soil is equal to 160 acres of Minnesota soil. I think I am right in saying that one acre in the Crooked river, Ochooc, or McKay valleys will produce twice as much as any two acres of the Willamette valley in the way of grain, grass and vegetables. [Applause.]

Twenty years ago alfalfa culture was started in Crook county. It was used first as the food of sheep, then cattle, then horses and finally hogs, and if the price of living increases as it has in the past two years, we will soon be eating it ourselves.

With reference to railroad prospects, there is a vast difference between a town with a railroad prospect and a town without. Ten years ago railroad prospects in Prineville were a dream; five years ago they were a vision; two years ago they became a solid prospect, and in 1911 a railroad in Prineville will be a reality.

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