

Crook County Journal

COUNTY OFFICIAL PAPER, \$1.50 YEAR

PRINEVILLE, CROOK COUNTY, OREGON, THURSDAY, AUG. 18, 1910.

Entered at the postoffice at Prineville, Oregon, as second-class matter

VOL. XIV—NO. 36

*U. of Oregon
Eugene, Oregon*

WILL HAVE MAIL SERVICE

Southeastern Crook to Be Supplied.

G. N. CLIFTON HAS CONTRACT

Will Make One Round Trip a Week from Prineville to Fife.

The residents of the territory formerly served by the old Crook postoffice are to have a mail supply after an effort that has covered a period for about seven years.

Last Monday G. N. Clifton was awarded the contract to carry the mail one round trip each week from Prineville by way of Roberts, Held and Barnes to Fife, where it will connect with the present Prineville-Barnes line.

The service will begin next Monday morning at 5 o'clock and will continue until June 30, 1914. The schedule for this line will be as follows:

Leave Prineville Monday at 8 a. m. and arrive at Barnes Monday by 7 p. m.; leave Barnes Tues-

day at 6 a. m., and arrive at Fife at 12 m. The return will start from Fife Tuesday at 1 p. m. and arrive at Barnes at 7 p. m., leave Barnes Wednesday at 6 a. m. and arrive in Prineville Wednesday at 7 p. m.

The total distance to Fife is 80 miles. It is readily seen that the remaining half of the week would accommodate another trip which will be supplied, according to Inspector F. E. Whitney, as soon as the business justifies.

The contract price for the line at present is \$1000 per year. Contractor Clifton arrived from Portland Tuesday and set about at once preparing to start his first trip next Monday.

The story of this mail line is one of the most remarkable in the history of the postoffice department. Repeated efforts were made to have the supply reestablished after it was discontinued several years ago, but because of the difficult roads in winter the bids were all much higher than the department would consider. Various individuals were blamed for this condition of affairs but all persons connected with the project knew this to be the actual cause for the action of the department. The rapid settlement of that section of the county and the activity of the Prineville Commercial Club that supplied the territory with mail for some three months, is the cause for the long-needed service that begins Monday next.

NO WOOD FAMINE FOR PRINEVILLE

Wood Crew of Nine Men Here.

CAME UP FROM CALIFORNIA

Will Cut 2000 Cords for Prineville Light & Water Company

Prineville will not have a wood famine this winter. The action of the government in the matter of cutting juniper for the market shut off all supply from that source, and the fact that much of the land that has been used for getting the winter's fuel supply to the south and west of this city has been homesteaded, blocked the juniper supply from that direction also. The clearing of the land will mean wood for the future but that is not this winter.

The resulting high price for wood has brought unusual activity in the pine woods, and many people are cutting pine wood with a view of selling it in Prineville.

A. J. Petett, who brought his

wood sawing outfit from The Dalles recently, may arrange a power drag saw and cut wood if the opportunity offers, and other like outfits are already at work.

Callon & Allbright, who make a business of fuel supply for towns like ours, arrived from Sacramento Monday with their outfit of nine men. They came here as the result of a contract with the Prineville Light & Water company for the cutting of 2000 cords of wood for its plant, and if contracts for a sufficient amount can be had, these men will cut for the retail trade. They state that if a contract for 400 to 600 cords can be secured to pay to start them off they will look further into that business.

So far the market price for fuel has been up and down the scale considerably, the average price for good wood of any kind being from \$6 to \$7 per cord. The usual price of like fuel is about \$5, and practically no wood was sold for more than that up to a few months ago.

For County Clerk.

I hereby announce myself as a candidate to succeed myself to the office of County Clerk, subject to the approval of the Democratic voters of Crook County at the primary election to be held in September.

Respectfully,
WARREN BROWN.

For Sale.

Both alfalfa and grain hay for sale at the J. O. Powell place, near town, to feed beef cattle that are being driven to market. Phone Stroud & Cross, either 'phone, or call at the ranch.

CROOK COUNTY BEEF CATTLE

More Than 1000 Head Near Prineville

WILL BE SHIPPED TO PORTLAND

Some Good Suggestions from the Union Stock Yards.

More than a thousand head of steers will be fattened for the Portland market during the coming winter within four miles of this place by owners of the big alfalfa ranches near Prineville.

H. S. Cram bought 500 head of three and four-year old steers recently, and of these 300 head or more will be fed the 1000 tons of alfalfa grown by Mr. Cram this summer. The remainder of the lot will be sold soon. These cattle were bought from Grant Mays and Wurzweller Bros. The consideration was \$47.50 per head.

E. T. Slayton bought 250 head of steers from Geo. Wiley which will be fed on his ranch near Prineville. Mr. Slayton will feed a little less than 1000 tons of alfalfa. The price paid for this stock was \$48.50.

J. F. Blanchard expects to feed 150 or 200 head of steers if they can be had at a reasonable figure.

T. H. and L. B. Lofollette bought 125 head of three and four-year-old steers from Jack Shattuck and Paul Held at \$47 per head. They expect to feed 400 to 500 tons of alfalfa.

Alex Mackintosh is buying cattle for a Portland firm and Mr. Fulton of the same city bought 100 head of beef stuff from Floyd Huston the last of the week at \$45 per head.

Advices from the Union Stock Yards of Portland on the present condition of the market, which will give the conservative stockman an idea of the action of the market for the next few months, is as follows: July is usually a dull month in Livestock Markets but receipts at the Portrud Union Stock Yards were fairly liberal.

The total number of cars were 414, in which were 6359 cattle, 6938 hogs, 15143 sheep and 331 horses and mules. As compared with last year there was a decrease of 785 cattle, an increase of 5604 hogs, an increase of 1336 sheep and an increase of 80 horses and mules.

The July cattle market closed as strong as it opened on good qualities, while half finished animals reached a lower level of prices. Top cattle were in strong demand at \$9. The hog market in July rallied to \$10.30 and closed at about \$10.15; the sheep market for the month closed strong, with \$6 for lambs and \$4 for the best wethers.

Items of interest in connection with the market include the building up of quite a business in the purchase and sale of milk cows. Dairymen are looking to the Portland Union Stock Yards as a market place for the reason that all cows offered for sale here are tested by a government inspector free of charge.

The proper grading of cattle on this market and the paying of what the difference between good and thin quality represents to the shipper, has caused the cattle men of the country to turn their attention toward grain feeding and this fall and winter will probably see more grain fed cattle in Oregon, Washington, Idaho and California, than in any previous year. Good grain fed cattle are worth from 1 cent to 1½ cents more per lb., than hay fed cattle. At the difference it will pay the feeders to use grain.

A good barley crop, plenty of oats, an abundance of alfalfa and a high market make swine-raising popular and that most profitable of all crops is receiving much attention in the Pacific Northwest. It

is doubtful if supply ever catches up with demand, and preparing hogs for the Portland market is the surest and safest business open to the farmer.

The northwest offers unlimited opportunities for producing high-class beef. Despite the fact that corn may not be available, other feed stuffs equally as good can be produced in great abundance. Good killing stuffs can be secured from well-cured wild or alfalfa hay. There is little waste in feeding well-cured alfalfa hay cut at the proper season, but when overripe or coarse its value will be increased from 20 to 25 per cent by running it through a cutter.

Some grain or succulent feed should be fed with hay to fatten cattle. In practically all of the stock feeding districts the field pea or fodder can be grown. If these are ensiled and fed in the following ration—15 pounds of alfalfa or wild hay, 30 pounds of corn or pea silage and 5 pounds rolled barley, a gain of 2 pounds per day should be secured for a period of 90 days. It would put the steer in prime condition and thus add from 1 to 2 cents per pound to the value of his initial weight.

Another excellent feed for fattening cattle is a combination of alfalfa and beardless barley hay. These may be grown separately or in many instances grown together advantageously. For example, fields where alfalfa is not thickly set should be thoroughly disced with a spike-tooth disc in the spring and beardless barley drilled in and the whole cut for hay. This combination is excellent for putting beef cattle in the very best condition for market.

UP THE DESCHUTES TWENTY-FIVE MILES

Track Inspected by Judge Lovett.

WELL SATISFIED WITH WORK

Track Firm and Smooth—Capable of Sustaining High Speed.

Judge Robert S. Lovett, head of Harriman Railway system, Sunday inspected the 25 miles of the Deschutes Railroad that has been completed and told Chief Engineer George W. Boschke that he was well pleased with the line.

In the journey, the president of the road took particular note of the line changes and double tracking in progress of construction between The Dalles and Deschutes station. At the junction of the new Central Oregon road at Deschutes, the train was switched back to the new tracks and backed up the canyon, that an unobstructed view might be obtained from the observation windows.

Apparently, the Deschutes railroad will be ready for operation of passenger trains almost as soon as the rails are laid into Madras. The ballasting of the track is keeping pace with the laying of rails and all but about the last mile of track, as now laid, is firm and smooth.

Road Built for Speed.

In the canyon the special train made an average speed of 20 miles an hour and at times attained a maximum of 30 miles. After the return, Engineer Boschke declared that most of the completed road would now carry trains with comfort at a speed of 50 miles an hour.

Tracklaying is now held back temporarily pending the completion of a high viaduct across the mouth of Mack's canyon, a gulch that runs into the Deschutes canyon from the east. This viaduct will be completed this week and it is then expected that tracklaying will proceed, with the interruption of possibly only a few days at a tunnel near Sherar's bridge, almost to the point where the road is to be occupied jointly by the Deschutes Railroad Company and the Oregon Trunk Line. This will make a total distance of 70 miles of track.

On the joint track a line change has recently been made which calls for the boring of a tunnel and it is probable that tracklaying on the Harriman road will be delayed at that point. It is understood that the contract between the two roads calls for the Oregon Trunk Line to lay the tracks on the 12 miles of joint line in the canyon.

The latter is not yet laying rails anywhere on the grade but is preparing to begin that work this month. The Oregon Trunk Line is now constructing a temporary track leading to a long trestle already built which extends far out into the Columbia river near the mouth of the Deschutes, and rails and ties will soon be transported across the river by ferry from the North Bank road.

Scenic Country Passed Through.

Judge Lovett saw about one-fourth of the Harriman road as it will exist between Deschutes and Madras, but the most rugged part of the canyon was not reached by his train. Near the mouth of the river the sides of the canyon are more sloping and not so high as they are at a distance up the stream of 40 miles and beyond but in places the train sped along roadbed blasted from solid rock, where the cliffs frowned high above the cars and dropped off straight down nearly 100 feet to the water. On the trip up the river Judge Lovett asked many questions concerning the curvature and grades but at the end of the track no protracted stop was made and he did not leave his car. The train almost immediately

Summer Rummage Sale

Read these prices that have never been seen here before. To make trade lively all summer in our dry goods department we are putting all summer goods enumerated in this "ad" at extremely radical figures.



Only a Few Hats Left in Our Millinery Department

All Hats at \$5 to \$7 now \$2.50
 All Hats at \$2.50 to \$4.50 now 1.50
 \$1.50 Sailor Hats now50
 Every Hat must be sold. Read the prices again and then come and see the goods.

Ladies' Linen Suits

Ladies' Linen Two-piece Suits \$3.50 and up
 Ladies' Lawn Lingerie Suits 2.50 and up

Ladies' Shirtwaists

Regular at \$2.50 and \$3.00
 Now only 1.00
 Regular at 3.50 and 4.50
 Now only 2.00



Duck Oxfords

Ladies' White Duck Oxfords 50c to 1.40
 Children's Duck Oxfords 50c to 1.00
 Boys' White Canvas 75c to 1.00

Lace Curtains

Regular 150 styles now 1.20
 " 2.25 " " 1.65
 " 3.00 " " 2.40
 " 4.00 " " 3.20

Bath Towels

Heavy Knap Bath Towels
 2 for 25c, 22½, 27½, 33½e
 Boys' and Men's Summer Suits, Etc., Etc., all reduced

The C. W. Elkins Co.

Big Threshing Outfit Arrives

C. H. Foster & Son of Powell Butte arrived Tuesday forenoon with the largest threshing outfit that ever came into this part of Central Oregon. The machine was made by the Gaar Scott people, has a 28-inch cylinder and 49-inch hue, and is equipped with a modern and complete stacker attachment for handling the straw.

The machine is a self-feeder, and is modern in every respect. The power is furnished by a sixteen-horse traction engine that is a good roadster as well as a stationary engine.

The machine cost \$3000 delivered here, and has a maximum capacity of 3500 bushels of grain in a twelve-hour day. Eight days were consumed in bringing it in from Shaniko, the entire trip being made without uncoupling the outfit from the engine. Following the engine there were two wagons for fuel, etc., beside the mammoth separator. The trip down Cow canyon was made without a hitch. The machine was taken on to Powell Butte from here and the threshing season will be begun today at Guy Sears' place. From there the outfit will move to H. J. Edwards' place, and thence on a regular schedule.

The Fosters have a separator from an outfit used by them last year which will be pressed into service in case their new one should require repairs.

This is Worth a Dollar

Save this advertisement. It is worth just one dollar, and will be accepted as part payment on one pair of glasses.

Dr. W. J. Curtis, O. D., Eyesight Specialist of Chicago, will open a first-class optical parlor on August 15th in rooms 14 and 15 in the Adamson Bldg. over postoffice. He fully guarantees all work, or will refund your money. Dr. Curtis is here to stay. Not here today and gone tomorrow. He is a graduate of the Northern Illinois College of Ophthalmology and Otology, and has passed the State board of examiners of the state of Oregon, and has full license to practice in the state.

Office hours 2:30 p. m. to 5 p. m., every day. 8-11-10

House for Rent.

House for rent on Main street, near Ochoco bridge, also all household furnishings, including one Sharples Tubular Cream Separator No. 4, about as good as new. For further information see 8-11-10

J. F. MORRIS.

Continued on last page.