

# Crook County Journal

COUNTY OFFICIAL PAPER, \$1.50 YEAR

PRINEVILLE, CROOK COUNTY, OREGON, THURSDAY, SEPT. 1, 1910.

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

VOL. XIV—NO. 38

## PRINEVILLE HAS A FUTURE.

The Banking and Educational Center of an Inland Empire—  
The Distributing Point for an  
Immense Territory.

Randall R. Howard, oldest son of J. W. Howard of Lower Bridge, who was raised in Prineville, recently made a tour of the interior of the state for various newspapers and magazines with which he is connected. In the Portland Daily Journal of recent date the following article on Prineville appeared from his pen. He is thoroughly awake to the conditions here and is greatly impressed by the development of Prineville. The article was illustrated with a good photograph of the main street. It reads as follows:

The most conservative and substantial town of central Oregon today is Prineville. Prineville has never had a boom, does not expect one and does not want one. The town has been growing steadily since 1867, and now is the largest population center of central Oregon, not including the towns on the extreme borders of eastern Oregon.

For many years the whole of central Oregon was known as the Prineville country. This was because Prineville was the chief town, and geographically almost in the center of this great area, north and

south. Stockmen and ranchers living from 50 to 150 miles away looked to Prineville for their supplies and for legal and medical advice and for educational advantages. Consequently Prineville had in an early day stories and business enterprises that would do credit to a city. Prineville banks became the synonym for soundness, none of them ever having been affected by national disturbances. Prineville schools have been a credit to the great area that they represent and today the Crook County High School, located at Prineville is reported to pay teachers the highest salaries to be had in the state outside of Portland. Also the \$100,000 Crook county courthouse, located at Prineville is the finest in eastern Oregon and the finest in the state with perhaps one or two exceptions.

### Creditable Buildings.

Prineville has a remarkable number of brick and stone buildings considering that the town is 65 miles to the nearest present railroad, and that it was 120 miles from the railroad when many of them were constructed. During

the past summer about 20 new residences have been completed, yet there are no vacant houses in town and there have been none for four or five years past.

Unfortunate indeed is the central Oregon town of today that cannot talk of railroad hopes or promises. Prineville has had railroad hopes for the past 20 years and more. A little more than 20 years ago the citizens of Prineville gathered around a great bonfire to celebrate the promised coming of the Corvallis & Eastern railroad across the Cascade from the Willamette valley. But the Corvallis & Eastern came only as far as the summit of the Cascades. Within the past 10 years the railroad hopes of the Prineville country were again kindled by the building of the Columbia Southern railroad south from the Columbia toward central Oregon. The Columbia Southern stopped on a bleak, rocky plain 65 miles from Prineville. The railroad hopes of Prineville are again at its heights of expectancy, following the building of the Hill and Harriman system up the Deschutes and preceding the definite announcement of the exact location of the east and west roads of these two systems.

Prineville is pinning its railroad hopes most largely upon the promises of several recent events. One of these is the sale of the immense wagon road land grant which includes every odd section of a strip of land six miles wide and extending through the Willamette valley east through Prineville and on to the Idaho line. This great land grant, as is generally known, was purchased by a St. Paul syndicate which plans to make it the basis of one of the largest colonizing enterprises ever attempted in the United States. The colonizers intimate in terms almost amounting to a promise that a railroad will parallel this land grant. Also it is a generally accepted conclusion

Hill and the Harriman north and south roads. At the best Prineville will be on an east and west road that would traverse a rich country and that has a presumably feasible approach from two or three different directions. Still another possibility is a branch railroad line to Prineville that would give an outlook for the products of the rich Crooked river and Ochoco valleys and carry to market the large supply of timber in the McKay and Ochoco mountains nearby.

Up to the present time Prineville is on none of the definitely announced central Oregon railroads. At the worst, Prineville will be but 18 miles off the main line of the

that the Hill railroad interests are intimately related to and a part of the St. Paul syndicate of colonizers. Some of the richest of these grant lands are located in the Crooked river valley which can be penetrated only by a railroad that must pass through Prineville.

### Visits From Railroad Executives.

Another straw in the same direction is the very frank and supposedly earnest expressions of Louis Hill in his recent tour of central Oregon assuring the Prineville people of a railroad. The very recent trip of Mr. Lovett, president of the Harriman railroad system, through central Oregon and Prineville may or may not have significance. The novelty of this trip was the fact that the party followed the long abandoned survey line of the Corvallis & Eastern from Prineville across the Cascades to the Willamette valley. This old railroad survey also closely approximates the wagon road grant land.

Prineville is located where it is, and it is the conservative present day metropolis of central Oregon because of natural conditions which have not changed from the day of the coming of the first resident in 1867.

The town is located at the junction of two rich valleys, the Ochoco and the Crooked river. These valleys include some of the oldest settled and most fertile land of central Oregon. Within all of the angles of the Y which these two streams form are broad and comparatively level bench lands. Formerly these bench lands were thought to be practically worthless, but the farming results of the past two years seem to indicate that they may prove to be more rich than the valley lands. Thus Prineville is immediately surrounded by from 70,000 to 100,000 acres of fertile agricultural land.

### Irrigation Possibilities.

Perhaps 10,000 acres of this body of land is already partially irrigated and some of the largest crops of central Oregon are produced. Most promising for the future of Prineville is the definitely established fact that this entire 100,000 acres of land can be irrigated. Seemingly all that is necessary to fully realize this possibility is the capital and a promoting syndicate. The projects, considered as a whole, have been investigated and favorably reported on by government engineers and seem entirely feasible. The plan would be to conserve the waters of both the Ochoco and Crooked rivers in some of the several natural reservoir sites that have been located along their headwaters. Both of these streams drain a large area of high land with heavy precipitation and the water supply is never failing. At present, however, the greater part of the water comes as a spring freshet and passes on without accomplishing any good. These two large streams could be supplemented by smaller creeks such as the McKay, which also have a large freshet flow.

The most easily irrigated of these lands is a body of from 30,000 to 34,000 acres immediately north of Prineville which can be reached by the waters of the Ochoco and other minor streams. The waters of the Crooked river can be made to irrigate all of the lands of Crooked river valley, reaching 12 miles below and as many miles above Prineville. It is thought that the remainder of the water could be carried to a large body of land in the Lamonta and the Culver districts, from 12 to 20 miles northwest of Prineville. Still another large body of irrigable land lies south and southwest of Prineville on what has long been called "the desert." Some of this land is already being irrigated by water from the Deschutes river, and much more of it can and will be irrigated. In fact this reclaimed desert is some of the richest land adjacent to and naturally tributary to Prineville. Some of the best of this land is what is known as the Powell Buttes section, where large crops are being raised by dry-farming methods.

Considerable fruit is raised in

## TRAINS INTO MADRAS JAN. 1

Oregon Trunk Grade Almost Completed for the Distance—  
The Harriman Road Has Rails Laid  
for Thirty Miles.

### Oregonian.

January 1, 1911, is the date now set for the completion to Madras of the two railroads building into Central Oregon by way of the Deschutes river canyon, and apparently the two roads, in the race for the "top of the hill," will arrive at the goal neck and neck.

In the Deschutes canyon, on both sides of the river, the work in progress has now taken on the appearance of a real railroad. The Oregon Trunk Line grade is almost fully completed for the distance of 110 miles from the Columbia river to Madras, but the laying of rails has been delayed by difficulties encountered in constructing ferry facilities on the south shore of the Columbia river near the mouth of the Deschutes.

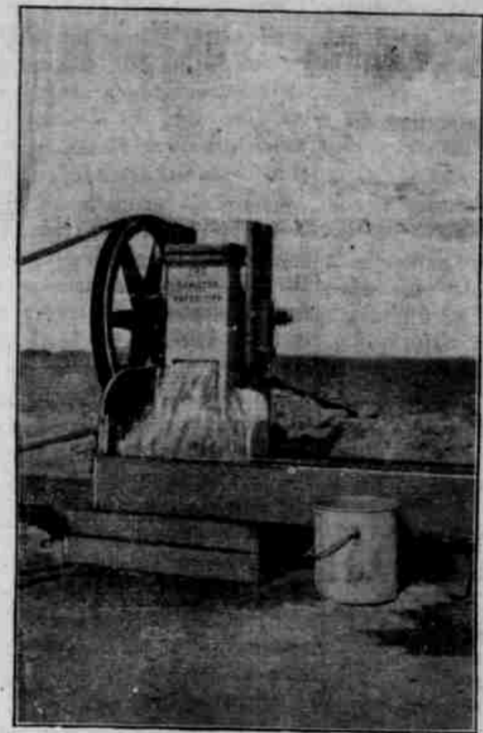
The Oregon Trunk Line is shipping its rails from the east via the Hill roads, which deliver them at a point on the North Bank road opposite the mouth of the Deschutes. From there the steel will be transported across the river by ferry on loaded cars. On the south shore of the Columbia a long wing trestle has been constructed into the river and an incline is under construction up which the loaded

agreement modified so that it will lay the joint track.

By the beginning of the new year, therefore, the greatest obstacles to trade relations with central Oregon will have been removed, for with trains once running to Madras, the necessity for hauling freight over the worst wagon road in all the interior will have been removed.

Within one year's time, it predicted, the fame of the scenic attractions of the Deschutes railroads will have spread far beyond the confines of Oregon, while the obstacles that have been overcome in construction work will have become revelations to those who travel to the interior.

In railroad building the Deschutes canyon will present conditions unique in the United States. Two railroads will be in operation in the bottom of a wild, rugged and unproductive canyon, paralleling each other therein for a distance of 75 miles, at times not more than 300 feet apart. Although occupying opposite sides of the river for most of the distance, at one point the roads are tunneling side by side through a high rock peninsula.



The above is a photograph of Hamilton's Water Lift, which was invented and patented by W. H. W. Hamilton, of Prineville. The pump is made on the plan of the old endless chain pump, with the exception that the pedals on the chains fit in the shaft with a quarter inch play instead of fitting tight, the vacuum produced by the motion of the pump making its operation very successful. This pump saves 35 per cent of the power usually required to raise water. The one shown above is in successful operation on Mr. Hamilton's California farm.

cars will be run to reach the grade of the Oregon Trunk. Steel is already arriving and the work of laying rails will begin about September 10. It is announced at the offices of the road that there will be no interruption in this work after it commences, other than short delays pending the construction of several steel bridges, the material for which must be carried in by rail.

On the Harriman side of the river rails have now been laid for a distance of about 30 miles, and with the exception of a few days' work yet to be done in the tunnel at Ox Bow, near Sherar's bridge, the grade is ready for the rails to the point where the two roads will jointly occupy the same line for a distance of 12 miles. This point begins about 72 miles from the mouth of the Deschutes. Beyond the 12 miles of joint line, where the roads again separate, the Harriman grade is practically completed into Madras. Were it not for this 12 miles of joint road the Harriman line would probably beat its rival into Madras, but under the terms of the agreement the Oregon Trunk is to lay the rails on the 12 mile section. This it will be unable to do until its own track-laying reaches that section of the work. It is said the Harriman road is now seeking to have the

At this point, which is known as the Ox Bow, and is near Sherar's bridge, the Oregon Trunk Line leaps the river. Trains will pass directly from a steel bridge into a long tunnel, emerging on another steel bridge by means of which they will regain the west side of the river. The Harriman road, occupying the east side of the river, bores through the same promontory and only a few feet distant from its rival.

At intervals enormous cliffs or castellated bluffs leap skyward from the rails and frequently the solid rock cliffs actually overhang the tracks. From the time the traveler to central Oregon enters the Deschutes canyon, only three or four small cultivated tracts of land will meet his gaze until after a journey of 100 miles the trains emerge through a gap in the hill to the plains of the interior.

### For Sheriff.

To the Republican voters of Crook county, Oregon:  
I hereby announce myself as a candidate for the office of Sheriff of Crook county, subject to the approval of the republican voters of the county at the primary election to be held September 24, 1910.  
MILLARD T. TRIPLETT,  
Bend, Oregon.

### 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 Strand & Cross, either phone, or call at the ranch. 7-14-10

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