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## Opening Central Oregon

### Tens of Thousands of Farm Homes for the Settlers.

The Hill lines are doing heroic work in making known the resources of this country. The latest bulletin issued by the Great Northern Railway, says in part:

The building of the Oregon Trunk Railway over 200 miles down the valley of the Deschutes river in Central Oregon, is opening up to settlement practically the largest area of undeveloped territory remaining in the Pacific Northwest.

It is no doubt very difficult for the farmer and his grown up sons on a rented farm in Indiana, Ohio, Illinois, or any other well populated section of the East, to accept the fact that in Central Oregon today, there is a vast empire of agricultural and grazing territory which can be had by the settler from "Uncle Sam" in exchange for the exercise of his brains and his brawn to develop its great wealth.

That this large section of Oregon has so long lain dormant is due to the fact that the broad prairies and fertile valleys of Central Oregon are hemmed in on the

north, west and south by towering mountain ranges, very difficult of penetration. It remained for the Oregon Trunk Railway, by the expenditure of several million dollars, to first gain access to this region and open it up for development. Today in the bottom of a canyon 100 miles long and from 100 to 200 feet below the level of the adjoining tableland, steam-shovels, hundreds of teams and thousands of men are engaged in the task of constructing the Oregon Trunk Railway from the mouth of the Deschutes river south into the large territory lying in Crook, Klamath and Lake counties.

Interior Oregon is today what Eastern Washington was 25 years ago, and it has potentially the same possibilities of wealth that the rich fruit and grain growing sections of Washington, lying in the Columbia River Basin and Big Bend Country, has.

The Oregon Trunk Railway is now under construction contract for 109 miles from Celilo, on the Columbia, to Madras in Crook

county. Surveys have been made through beyond Crooked river to Bend, and this extension will be developed as rapidly as possible.

**Topography.**  
The Deschutes river rises in the heights of the Cascade mountains, 224 miles south of the Columbia. It parallels the Cascades flowing due north through Crook, Wasco and Sherman counties. The territory immediately tributary to it embraces an area of about 9,000 square miles. Numerous tributary

tary is the Crooked river which flows in a northwesterly direction from the eastern boundary of Crook county through a comparatively undeveloped but rich agricultural, fruit growing and stock raising region.

At a point 140 miles from its mouth, after flowing in peace for 35 miles through the lower section of Crook county, the Deschutes river becomes a raging torrent and rushes with mad force through rock-walled canyons all the way to

Coast. The eastern slope of these mountains is covered with a dense growth of timber. East of the mountains extends a vast plateau which is from two to five thousand feet above sea level. Here and there throughout Klamath and Lake counties, small mountain ranges raise their heads from two to three thousand feet above the surrounding valleys and table lands.

**Climate.**  
The topographic and climatic conditions of Oregon closely resemble those of the state of Washington.

The heavily timbered Cascades form a mighty barrier against the moisture laden winds from the Pacific, which would otherwise pass over Central Oregon and transform it into a region of timber covered plains and verdant valleys. In Eastern Oregon, the Blue Ridge Mountains raise their heads into the sky to a height of 6,000 feet or more.

It is characteristic of the entire northwestern country that the territory which lies immediately west of the high ranges of mountains enjoys a greater rainfall than does the neighboring plateau and valley lands lying on the east of the mountains. The Deschutes valley lies immediately east of the Cascade Mountains. Hence, the rainfall here is limited to from 14 to 18 inches per year.

The climate, therefore, of Wasco, Sherman, Crook, Klamath and Lake counties, Central Oregon, is for the most part mild and dry. The winters are generally not severe. The warmth of the summer is tempered by the cool breezes from the mountains which sweep down at night. This combination makes Central Oregon a particularly healthful territory.

In the western part of Wasco, Crook and Klamath counties, the rainfall is quite heavy, reaching as high as 20 inches per annum. This territory is also heavily timbered. Zero in the winter and 100 degrees in the summer are the extremes of temperature in the Lower Valleys. There is a light snowfall in the winter. The precipitation throughout Central Oregon is sufficient, under proper cultivation, to raise excellent crops of wheat, barley, oats, potatoes and fruits.

**Soil.**  
Generally speaking, the soil of Central Oregon is a dark loam of great depth, composed of alluvial deposits and decomposed lava, overlying a clay subsoil. The latter rests upon a basaltic foundation, which is so far below the surface as to be visible only on the banks of the deep water courses. All of the chemical elements necessary to the perfect development of all grains, especially wheat, are very abundant. The clods are easily broken up by the plow, and the ground quickly crumbles on exposure to the atmosphere.

Scientific farming, as practiced in regions of comparatively slight rainfall, is particularly successful here. This is due principally to the physical quality of the soil and its ability to retain moisture with reasonable cultivation.

**Irrigation.**  
The Deschutes river and its tributaries has been said by an authority on the subject to be the best river for irrigation in the world. It has one important advantage for irrigation as well as for the development of its water power, and that is the remarkable uniformity of its flow. This uniformity of flow is readily accounted for. The rock formation of the territory is made up of lava with a large preponderance of so-called "sponge rock." This porous lava has disintegrated into a pumice soil. It absorbs the water like a sponge and allows it to filter gradually into the rigid beds. No artificial flow can be half so perfect.

These natural advantages for irrigation have not been lost sight of, even though the territory has been held back for years by lack of transformation facilities. There are at present surveyed, proposed or under construction on the Deschutes river and its tributaries irrigation works to provide water for

## Rails to Madras Feb'y 10th

### The Regular Trains Will Follow in About Six Weeks.

Steel rails into Madras next month is the latest announcement made by the Hill railroad officials. It will be six weeks or more after that before train service will be established.

While in the East recently John F. Stevens, the president of the North Bank road, who has charge of construction work for all the Hill lines on the coast, let the contracts for the steel bridge construction on the Deschutes Valley line which is now nearing completion, says the Oregonian. This detail calls only for the actual installation of the steel work and making the structures ready for the operation of trains. The bridge manufacturers virtually build the bridges complete at the factories, and deliver them in parts to the railroad. The Missouri Valley Bridge Company, of Leavenworth, Kan., secured the contract for performing this work, while Bates & Roger, of Chicago, will construct the masonry. Both these contracts are among the largest of the kind let in the West in recent years.

The masonry on the Columbia River bridge at Celilo now is being constructed by Porter Bros., of Portland. Mr. Stevens viewed this on his way to Portland and was well pleased with the progress made during his month's absence from home. The steel work that will be put in by the Leavenworth concern will include that on this structure as well as on all others in the Deschutes Valley.

While not the largest among the bridges, the one over Crooked River in the Deschutes Canyon will be one of the most remarkable pieces of engineering work in the world. A single steel arch, 320 feet in length, will span a chasm more than 300 feet high. The steel work on this is now being constructed.

Mr. Stevens, on his return from the East, met Chief Engineer Budd and General Superintendent Russell, of the North Bank Road. Their reports of the work on the Deschutes road were particularly gratifying. As a result, Mr. Stevens predicted that tracks will be laid to Madras by February 10, and that the work beyond that point toward Bend, the proposed

terminus of the line, will be pushed with such speed that the entire line will be completed early in the summer.

Plans with reference to extension of the Deschutes line beyond Bend are yet in embryo. In fact, nothing definite has been done. The situation, Mr. Stevens said, is practically as it was when he left here in the middle of December. This work received no detailed discussion at any time during his conferences with the Eastern officials.

Mr. Stevens smiled when it was suggested that the sale of the rights of way through Malheur Canyon to the Harriman interests probably had precluded the possibility of the Hill lines entering Eastern Oregon over the most practicable route.

"We are not worrying about that," he commented. "In fact, it is of such little immediate consequence that I heard nothing of it while in the East, excepting what I saw in the papers. We have made no plans that include an early invasion of Harney Valley and the country adjacent thereto, but I can safely predict that when we are ready to enter the field the way will not be lacking."

Whether the recent transactions will result in the construction of a new road by the Harriman interests over which the Hill system will have common-user privileges, or whether a more southerly route will be selected for the eastern outlet of the Central Oregon lines has not been fully determined, or if it has been determined, it has not reached a stage of development that will permit an announcement of the plans.

"Passenger men in the East tell me," said Mr. Stevens, "that their patrons are showing much interest in Oregon and the Northwest. They promise a large amount of business for this section in the next year. The publicity work that the railroads are doing is having its effect. The exhibit cars of the Great Northern have been met everywhere by admiring crowds. The permanent display rooms in Chicago, St. Louis and St. Paul have been attracting much attention. Thousands of people will come to the state either as sight-seers or as settlers as a result."

an area of over 400,000 acres, disposed of under the "Carey Act" in connection with irrigated areas, and will be used for pasturage or such cultivation as can be obtained without the aid of artificially applied water. Sixty-five thousand acres of this land is now under water. They have already expended \$1,000,000 in the construction of 350 miles of canals.

Additional "Carey Act" projects have been located—some of them now under construction—on Squaw Creek, Tumalo District, in the vicinity of Madras, and Agency

Continued on last page.



Crook County Rich in Timber.

streams find their source both east and west of the Deschutes river and flow through abrupt valleys and vast stretches of rolling bench land to their juncture with the Deschutes. The principal tribu-

the Columbia. The Cascade Mountains form a comparatively straight line from the Columbia river to the California border at a distance of about 120 miles from the Pacific

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