

Crook County Journal

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CENTRAL OREGON HAS RAILROAD

Oregon Trunk Reaches Madras.

BIG CROWD CELEBRATES EVENT

Madras Did Herself Proud—Not a Thing Happened to Mar the Day

Central Oregon has a railroad. Yesterday at noon with more than 2000 people present from all parts of Central Oregon to witness the event, the track-laying machine of the Oregon Trunk line passed under the archway erected by the Madras Commercial Club connecting the Central Oregon country with steel rails to the outside world.

Closely following the track-laying crew came President John F. Stevens of the Hill lines in Oregon and a number of prominent officials of the road, together with other business men from Portland.

Speeches were delivered by Mr. Stevens, Chief Engineer Bodd, and some of the other members of the party. The response on behalf of

Crook county was ably delivered by G. Springer of Culver.

There were words of welcome and an inscription claiming Madras as the "Gateway to Central Oregon," appropriately arranged on the archway, which was situated at the point where the road leaves the narrow Willow Creek for the wider uplands of the plains.

President Stevens announced that regular service would be put in operation March 1, and that the Oregon Trunk would be ready from that date to care for the freight and passenger business of this long-neglected territory. He stated further that while they did not wish to establish a bad precedent, stockmen who are out of feed, or for any other reason, could not delay until March 1, would be provided for in some manner. The first shipment of livestock will be made today from a point a few miles beyond Madras by McCallister & Davenport, who are loading 2000 head of mutton for the Portland market.

Stockyards will be built at both Madras and Metolius, and will be ready for use on March 1. More than 600 men in the employ of the track-laying crew and the Porter Bros. company are being used in ballasting and preparing the track, constructing side tracks, stockyards, etc.

Tracklaying was stopped for the celebration yesterday afternoon

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ACREAGE NEAR BY TO BE IRRIGATED

Will Greatly Benefit Prineville.

STATE LAND BOARD DECIDES

That all Old Segregations Must be Completed Before New Ones are Opened.

The Central Oregon Irrigation Company, successors to the Deschutes Irrigation & Power Company, has just decided to throw open for settlement between 5000 and 6000 acres of land adjacent to Prineville. The tract now being placed on sale for the first time contains some of the finest land in the entire segregation, lying between Prineville and Powell Butte and is a part of the Butte segregation, which lands are already famous for their fertility and freedom from killing frosts. The lands range in distance from Prineville from 5 1/2 to 12 miles and are on the north slope of the Powell Buttes.

This is the first opportunity that the people of Prineville have had

to secure Carey Act lands close in to town and no doubt many will take advantage of the last chance to get an irrigated ranch in the present segregation.

All of the main canals and laterals will be completed on the entire present segregations this summer. The State Land Board has refused to allow work to begin on the Benham Falls project until all of the present projects are entirely completed. The company is very desirous of beginning work on this segregation at an early date and has decided to rush to completion the present projects.

Of the present segregations there remain unsold this tract adjoining Prineville and another of about 5000 acres near Hillman. When these two tracts are sold out, which will be in a few months at the rate the lands are selling now, the lands under the present projects will practically be closed out.

The lands under the Benham Falls project will be the next to be put on the market, at a cost of \$60 per acre to the settler instead of \$40 per acre, the price of land under the present segregations.

The opening of these lands will undoubtedly be a great benefit to Prineville as each 40-acre tract will support a family and the entire body of between 5000 and 6000 acres is directly tributary to our city. This fact the Central Oregon Irrigation company has realized and has appointed A. R. Bowman of this city, selling agent for the company's lands. This is the first time that the Irrigation Company has ever had a representative here and it will be a great convenience to Prineville people desiring to file on the irrigated lands.

OREGON TRUNK TRAIN SERVICE

Daily Train to and from Portland.

FREIGHT RATES ON NEW LINE

Twenty-one Way Stations Between North Bank and Metolius.

W. E. Coman, general freight and passenger agent of the Oregon Trunk, notified all agents of the road that business can be accepted for receipt and distribution on and after the first of next month, says the Oregonian.

While the definite time for the arrival and departure of trains has not yet been determined, Mr. Coman is certain that one passenger train will be operated each way every day. This will be scheduled to connect with the train leaving Portland on the North Bank road in the morning, reaching Metolius the same night. Provision for departure from Metolius in the morning and arrival in Portland on the evening of the same day also will be made. First-

combination rates, based on the connection of the Oregon Trunk with the North Bank. The class rates from Portland to the North Bank connection are as follows:

1st 2d 3d 4th 5th A B C D E
44 27 18 12 8 22 15 11 7

The rates from the North Bank connection to points on the Oregon Trunk line will be made on a mileage basis. The through rate, therefore, from Portland to the North Bank connection, plus the distance from the North Bank connection to stations on the Oregon Trunk is what you will have to pay. To illustrate. The distance from the North Bank connection to Madras is 110.7 miles. The first-class rate would be 58 cents (see schedule below) plus the first-class from Portland to the North Bank connection, which is 44 cents, making a through rate from Portland to Madras of \$1.02 first-class. This basis of rates will apply from Portland to points on the Oregon Trunk until the line is turned over by the contractors in the early summer, at which time a permanent basis of class rates through from Portland will be put into effect. This rate may be slightly lower than the rates on which operations will be carried on at first.

The following are the stations on the Oregon Trunk from the North Bank connection:

Miles from N. B. R. Station.
6.2 Woodly
10.9 Kloan
17.5 Lockit

RAILS LAID TO TROUT CREEK

Harriman System Has 85 Miles Rails Laid

EXPECT TO BE IN REDMOND

In the Early Summer—Difficult Bridge Work Yet to be Done.

Work on the Deschutes Valley road of the Harriman system has progressed so far that the operation of trains to Redmond, the terminus of the line, is possible early in the coming summer.

Rails have been laid to the north bank of Trout Creek, 85 miles south of the Columbia river. Track laying is held up at the point to permit the construction of the viaduct across Trout Creek. Grading beyond that place has been completed and as soon as the chasm is bridged the crews that place the steel in position will proceed at the rate of more than a mile a day. Their next natural barrier will be Willow Creek, 102 miles south of the Columbia, where another viaduct will be constructed. From that point to Culver Junction construction work will be comparatively easy. The road south of Culver Junction to Redmond, a distance of 20 miles, will be operated jointly by the Hill-Harriman systems, although it will be built and owned by the Harriman interests.

Spanning Trout Creek and Willow Creek entails some difficult engineering work. The first bridge will be 550 feet long and will be 100 feet above the bed of the stream at high water.

The Willow Creek viaduct will be greater in both length and height than the one over Trout Creek. This structure will be 1050 feet long and 250 feet high and will be built of solid steel. An outfit will be started south from the present base of operations to start preliminary work on the approaches to the bridge next week.

In this construction work methods somewhat different than those used on some other bridge construction in the Northwest will be employed. The piers will be sunk into the bottom of the stream and made to project only a few feet above the water—just high enough to be above the high water mark. The main supports of the superstructure, then, will be built of steel. The material for this work already has been ordered and will be on the ground within a few weeks. It is figured that six weeks will be required to complete each bridge. Track laying between the two streams proceeds at a comparatively rapid rate.

In building south from the Columbia River the Harriman line occupies the east side of the Deschutes River, while the Hill road

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February Clean-Up Sale!

Since invoicing we have gathered up the odd lots and remnants from our winter stock, placing them on our bargain counters where they can be seen. These prices are for cash, or 30 days on approved credit.

Heavy Outings 8 1/2 to 12c.
Heavy Flannelettes 8 1/2c.
40c Fleece Lined Hose 20c.
Child's Heavy Wool Hose 20c.
Lad's Heavy Wool Hose 22 1/2c.
Child's Heavy Knit Underwear 10c.
Misses Heavy Knit Underwear 20c.
Boy's Heavy Fleece Underwear 20c.
Ladies' Heavy Out-size Vests 40c.
Child's Wool Sweaters 26 to 30, 95c.
Ladies Fleece Lined Shoes \$1
Child's Red Felt Slippers 60c.
Child's School Cap 10c.
Job lot Child's Shoes \$1
Soft white Cotton Blankets 55c
Soft white Cotton Blankets 90c

Men's \$2.50 work coat \$1.65
Boy's \$1.50 work coat 95c
Boy's \$3.50 Corduroy coat \$2.25
Men's \$3.50 wool Macinaw \$2.25
Men's \$3.50 wool pants \$2.25
Men's \$2.50 wool pants \$1.60
Men's \$1.25 German Sox 95c.
Men's \$2 and \$2.50 slippers \$1.50
Men's \$1.25 slippers 85c
Men's \$1.25 dress shirts 75c.
Men's \$15.00 suits \$7.85
Men's \$10.00 overcoats \$6.50
Men's Hats 50c, 75c and \$1.00
We have several lots of Ladies' kid and gun metal shoes, regular \$3.00 to \$5.00, closing at 1/2 less than regular price.

Look at These
Bestine sink cleaner 10c
Diamond W Asparagus 25c
Royal Club Succotash 17 1/2c
Stand. Canned Corn 8 cans \$1.00
Stand. Canned Tomatoes 8 cans \$1
Stand. Canned Peas 8 cans \$1
Stand. Canned Beans 8 cans \$1
Sack Mayflower Oats 50c
1 pkg Violet Pancake Flour 15c
1 pkg Puritan Pancake Flour 15c
1 pkg Fig Prune 20c
1 qt Strained Honey 65c
10 pkgs Corn Flake \$1.00
10 lb small white beans 75c
These goods will be on sale Friday morning.

Get accustomed to shopping at our store. Our building has no show windows; is somewhat out of date; is on the sunny side of the street; however, we have fine light and plenty of room; got a good place to hitch your team away from the autos; our goods are up-to-date; prices are right and we try to show every attention and courtesy to our customers.

Collins W. Elkins.

	1	2	3	4	5	A	B	C	D	E
5 miles or less	10	9	7	6	5	4	3	3	3	2
Over 5 miles and not over 10 miles	14	12	10	8	7	6	5	4	4	3
10 " " " " " 15 "	17	14	12	10	9	7	5	4	4	4
15 " " " " " 20 "	20	17	14	12	10	8	6	5	4	4
20 " " " " " 25 "	22	19	15	13	11	9	7	6	5	4
25 " " " " " 30 "	25	21	18	15	13	10	8	7	5	4
30 " " " " " 35 "	27	23	19	16	14	11	9	8	6	5
35 " " " " " 40 "	30	26	21	18	15	12	10	8	6	5
40 " " " " " 45 "	32	27	22	19	16	13	11	9	7	6
45 " " " " " 50 "	34	29	24	20	17	14	12	10	8	6
50 " " " " " 55 "	36	31	25	22	18	14	13	11	8	6
55 " " " " " 60 "	38	32	27	23	19	15	13	11	9	7
60 " " " " " 65 "	40	34	28	24	20	16	14	12	9	7
65 " " " " " 70 "	42	36	29	25	21	17	15	13	10	8
70 " " " " " 75 "	44	37	31	26	22	18	15	13	11	9
75 " " " " " 80 "	46	39	32	28	23	18	16	14	11	9
80 " " " " " 85 "	48	41	34	29	24	19	17	14	12	10
85 " " " " " 90 "	50	43	35	30	25	20	18	15	12	10
90 " " " " " 95 "	52	44	36	31	26	21	18	16	13	10
95 " " " " " 100 "	54	46	38	32	27	22	19	16	13	10
100 " " " " " 105 "	56	48	39	34	28	22	20	17	14	11
105 " " " " " 110 "	58	49	41	35	29	23	20	17	14	11
110 " " " " " 115 "	58	49	41	35	29	23	20	17	14	11
115 " " " " " 120 "	58	49	41	35	29	23	20	17	14	11

Class rates in cents per 100 pounds for the number of miles enumerated.

class passenger equipment is on the ground and will be placed in commission as soon as the service opens.

The freight service will be all that present conditions demand and will be changed from time to time to accommodate the improvements of the country in consequence of the entrance of the railroad.

While inauguration of service will be earlier than was at one time expected, Mr. Coman said that it would be established as soon to accommodate the farmers and merchants of the affected country. Many of the business men of the towns along the line of this road have allowed their lines to run low in anticipation of the time when they can receive goods by rail. The roads are bad and the haul at present shipping points is long, thus working a hardship upon farmers—the same hardship that they have experienced every year.

With the establishment of this service the name of the station of Clarke, which is the landing place for the ferry that handles freight and passengers across the Columbia will be changed to Fallbridge. The new Oregon Trunk bridge is being constructed about three miles west of the present station of Clarke, and after it is completed the town will lose some of its importance as a transportation center.

Prominent wholesale houses of Portland are sending out information to their customers concerning freight schedules on the Oregon Trunk. It is admitted that only a limited service will be established at present as the operation of the road is under the construction department, and until it is formally turned over to the Oregon Trunk Railway Co. the tariff as far south as Madras will be a

25.9	Dyke
29.4	Silvamos
29.4	Oakbrook
47.1	Shearer
50.2	Tuskan
54.9	Maupin
62.3	Nema
72.1	Nathan
74.9	North Junction
83.5	Iren
85.3	South Junction
86.2	S. End Canyon Joint Line
88.3	Coleman
88.3	Kilmer
100.2	Vanora
104.4	Falton
110.7	Madras
114.7	Metolius

Teachers Pass with High Grades

Superintendent Ford reports that the best teachers' examination held under his administration closed last week. All of the 29 applicants passed with good high averages. Three wrote for state papers, ten for first grade, fourteen for second grade and two for third grade.

Principal J. E. Myers of the Prineville public schools received the highest grades, making an average of 98 per cent; Miss Edyth Rideout was a close second, being less than one-half of one per cent lower. The remaining eight of those who received first grade certificates received average grades of more than 94 per cent. Comparing Crook with other counties, Linn had a class of but 25, but Lane was much larger, although most of them were writing for third grade certificates.

The names of the successful Crook county teachers are: John E. Myers, Edyth A. Rideout, Elva J. Smith, Nellie Maude Whipple, Harvey Frink, Gilbert W. Holt, Blanche Neff, Lillie May Cudd, Raymond S. Goff, Eva Smith, Jessie I. Hill, Harriet L. Dolan, S. P. Burgess, Glenn H. Slack, Augusta Hegardt, Elizabeth Dillon, Mary F. Schreder, Clara G. Horney, W. D. Moffat, C. C. Colegrove, Ida Mae Anderson, May C. Wilson, Flossie Whittels, Lulu Montgomery, Myrtle Joslin, Lavonia Acton, Maude Gallogly, Lottie Montgomery, Ada L. Porter.

Work Wanted.
Man and wife want position on ranch or at other work. Address W. care of Journal office. 2-9-21p

HAS NO SUBSTITUTE



ROYAL
BAKING POWDER
Absolutely Pure
The only baking powder made from Royal Grape Cream of Tartar
NO ALUM, NO LIME PHOSPHATE