

# Crook County Journal

COUNTY OFFICIAL PAPER, \$1.50 YEAR

PRINEVILLE, CROOK COUNTY, OREGON, THURSDAY, FEB. 23, 1911.

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## ONLY 3 CENTS A MILE FARE

## Railroads Make Favorable Rate.

## COULD CHARGE WHAT THEY

## Pleased While Road is Under Construction — People are Pleased.

A passenger rate of 3 cents a mile will be established on both the Oregon Trunk and the Deschutes road when they start operations into Central Oregon over the new lines that now are nearing completion. Fares between intermediate stations will also be 3 cents a mile.

A through passenger train will be used in the service to Metolius, which will relieve patrons of the inconvenience of a "mixed" train. Although the schedule has not yet been arranged it is likely that Deschutes Valley passengers will leave Portland over the North Bank at 9 a. m., arriving at Metolius 10 hours later. The schedule may be made faster after service is inaugurated. The time for leaving Metolius, also, has not been fixed, but the arrangements contemplate arrival in Portland on North Bank train No. 15. By using the North Bank service, passengers will be provided with diner and observation car conveniences.

By establishing a 3-cent-a-mile fare, both roads break many precedents in opening new lines into

a sparsely settled and partially mountainous country. Usually such rates are at least 4 cents and in many instances they have been 6 cents.

This rate will make the fare between Portland and Madras, the first town of present importance south of the Columbia River, \$6.10, a saving of about \$10 in the present rate between those two points.

A great saving in time also will be effected, and this also indirectly will save the passenger considerable money. Under the present conditions it was necessary to remain at Shaniko and buy five meals on the way. When the new service is established only one meal need be taken on the train.

Reductions from 4 to 3 cents a mile are also announced on the Shaniko and Condon branches, effective March 1.

## Ideal Winter Weather in This Country

Everyone knows that Central Oregon has ideal winters. The report of Prineville's weather man, George Whities, verifies the assertion.

The moisture for the winter has been enough to insure good crops for the current year. The November precipitation was 3.24 inches, December, 1.34 and January, .30 inches, or a total to date of more than five inches since November 1.

The snowfall totaled 4 inches in November, 9½ in December and 3 inches in January.

The coldest night to date was in this month when the mercury reached 7 above zero, while the average night since November first has been about freezing. Temperature in the day time ranges from 34 degrees to 45 degrees above zero. The general average for the winter is about 40 degrees.

## ROAD LANDS NOW ON SALE

## Office Opened in Prineville.

## JOHN R. STINSON, LOCAL AGENT

## A Chance for Crook County to Make Quick Selections.

The Oregon & Western Colonization company opened offices the first of the week in the First National Bank building in this city.

The local manager is John R. Stinson, who has been in charge of the land and city property owned by Mr. J. J. Hill and later associated with W. P. Davidson, who is president of the land company.

Mr. Stinson is assisted by C. C. Lundy, who will have charge of the field work, and will divide his time between this office and the lands in the Paulina valley.

This office will have charge of the sale of all farm lands and city lots of the company in this county. The timber lands will be sold by E. L. Marvin from the company's office in Portland.

Mr. Stinson and Mr. Lundy are appraising and placing a valuation on every piece of land owned by the company in Crook county which has not already been priced and are making triplicate records of same. A set of these records will be used here in selling to local

purchasers, the second set will be sent to Portland and the third to the St. Paul office where they will be used in making sales.

It is the plan of these people to bring personally conducted parties from all parts of the country to Prineville. Agencies have been arranged in many cities of the east and middle west, and in Seattle and other coast cities, besides the active force Mr. Marvin has in Portland.

The company's representatives will meet trains at Metolius or other points, from where the purchasers will be brought to Prineville.

Sales are being made daily to local people, and several pieces of land have been purchased by eastern buyers. The extensive advertising campaign that has been and is being carried on by this company will bring hundreds of actual settlers to Crook county this year.

Two things of great importance have been needed for the development of the Prineville country for years. One is a railroad and the other is the sale of these lands. They came together.

## For Sale.

Two Eli Hay Presses, size 17x22. The baling outfit includes scales, forks, derrick, cables, all complete. One 3½ in. truck wagon, good as new, and one second-hand heavy buggy, team of mares—10 and 11 years old, weight 1200 pounds; one 8 h. p. Fairbanks-Morse gasoline engine; one portable cook-house. Call on or write, W. F. KISS CO., 121-11-14

## All Work Guaranteed.

Have your children's eyes examined. If they are going to school, they are using their eyes all the time. If the eyes are sore, red and painful, if they run water, if they complain of a tired feeling in the eyes, or have pains over the eyes, it is a sure thing that they need attention. I fit glasses and fully guarantee my work.

Dr. W. J. CURTIS,  
Eyeglass Specialist, Rooms 14 and 15,  
Adamsen bldg. Office hours from 2 to 5 p. m.

## SURVEYING CREWS WORKING THIS WAY

## It May Mean Two Roads for Prineville.

## WANT THE LONE PINE PASS

## It is the Key to the Easy Grades of the Prineville Country.

Two railroad surveying crews are now working toward Prineville.

At the Hill banquet in May, 1910, Louis W. Hill said, among other things, "Prineville will get a railroad all right. Don't worry about that." Mr. Hill and others of the party said during the evening that the construction of the Oregon Trunk was of course the first task. "The matter of good feeders, however, is of no less importance," said one of the party, "and a feeder to Prineville would be a good investment."

The two crews of surveyors are working quietly from different points on the trunk line. One of them is known to be in the employ of the Harriman interests and the other of the Oregon Trunk. The first of these parties commenced work at a point a few miles north of Madras and is surveying through the Lamonta country toward the Lone Pine pass, while the second party is reported to have left the Oregon Trunk line at Metolius, the end of the division, and is working

through the wheat country toward Lamonta and the Lone Pine pass.

The secrecy surrounding the movements of these surveying crews would indicate that both railroads have their eye on the pass that controls the key to the easy grades into Prineville. Many indications point to the desertion of the grade completed by the Deschutes railroad from a point eight-and-a-half miles south of the Columbia to Culver Junction, and a change of the main line to the east from Trout creek, through the low foot hills of Willow creek into Prineville, and east through the Blue Mountain timber belt to the Malheur pass and the Snake river country.

Be this as it may developments are becoming interesting. That there will be a lively bustle in the matter of a railroad to Prineville can reasonably be predicted.

The tonnage of Prineville and country immediately surrounding which is the stuff of which dividends are made, is not to be taken lightly by these people. Railroad day at Madras brought no less than a dozen stockmen who were ready to contract from three to ten cars each for the shipment of livestock to the outside markets. Almost if not quite all of these men were residents of Prineville.

"Prineville has more timber directly tributary than any other town in Crook county," said a man prominent in Oregon Trunk affairs ten days ago. And when questioned further said that he knew what he was talking about for, indicating his coat pocket, "here are the figures."

## Winter Layers are Profit Payers.

My pen of 14 thoroughbred White Wyandottes laid 333 eggs in January. Pen now mated. Eggs \$2.00 per 15, 50 per cent of hatch guaranteed. Call or write, E. E. Evans, Prineville Oregon. 2-11H

## MAIL SAME DAY FROM PORTLAND

## Prineville After Quick Service.

## PETITION SENT IN TO DE-

## partment for Auto Service to Railroad After the first of March.

Portland papers in Prineville on the date of issue? Yes, this will be possible in a month from now.

Under the train service of the Oregon Trunk which will commence March 1, it will be possible to receive mail in Metolius early in the evening of the first day out from Portland. A petition was mailed to the postoffice department from Prineville the first of the week asking that this mail be brought in by auto. This is possible at all times of the year, auto men say. So if the petition is granted the morning mail from Portland will arrive here in less than two hours from the time it reaches Metolius.

The advent of the iron horse will effect other changes. Prineville will no longer be the distributing point for Central Oregon. Bend, Sisters, Cline Falls, Redmond, Hillman, Laidlaw and all points south and west will be supplied by temporary service from the end of the railroad, which for a time will be Metolius. Then.

Continued on inside page.

## ANNOUNCEMENT

# OREGON and WESTERN COLONIZATION COMPANY

BEG TO ANNOUNCE THAT THEY HAVE OPENED AN OFFICE IN THE

## First National Bank Building, Prineville, Or.,

For the Sale of Their Lands in Crook County and City Lots in Prineville.

See or Write Us for Prices and Terms.

John R. Stinson  
Chas. C. Lundy  
Crook County Agents.