

# Crook County Journal

COUNTY OFFICIAL PAPER, \$1.50 YEAR

PRINEVILLE, CROOK COUNTY, OREGON, THURSDAY, MARCH 2, 1911.

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

VOL. XV—NO. 12

## PROSPECTS GOOD FOR RAILROAD

### Rival Roads Want Prineville Business.

#### ASPIRING TOWNS WANT TO BE

#### The Junction Point—All Kinds of Railroad Rumors Afloat.

Corroboration of the item published a couple of days ago that the Hill and Harriman forces are planning to make a spectacular race in getting rights-of-way and building a branch railroad from Madras to Prineville came today, when it became known that F. S. Forrest and George Nelson, officials of the Inland Empire Development Company began negotiations to incorporate a new line between those points. They have been closeted during the last few days with Carey & Kerr, general attorneys for the Hill lines in the Northwest, preparing the articles of incorporation.

Their line will start from some point between Madras and Metolius, the first division point of the Oregon Trunk, and will attempt to control two strategic passes on the rise out of the plains

toward the metropolis of Crook County. One of these gaps is the favorable pass on the Hodson ranch, which, which will permit of a maximum grade of 1.4 per cent for the 35 miles of line. The line passes Rim Rock Springs in the rich Lamonta district and maintain an easy grade for the entire distance.

While this reputed Hill subsidiary road is being projected the Harriman people have had their forces of engineers in the field running a line to form a junction with the main line on Big Agency Plains and will push ahead along the general route of the old Columbia Southern survey.

F. S. Forrest, one of the promoters of the Hill line was formerly chief engineer of the North Bank road and after severing his connections with that road joined forces with V. D. Williamson, one of the original promoters of the Oregon Trunk Line. They now control the townsite of Metolius and have under the title of the Inland Empire Development Company vast real estate holdings all through the country that is being tapped by the Oregon Trunk and which would be reached by a Prineville branch.

**Hay for Sale.**  
Loose hay for sale; wheat, rye and alfalfa mixed. Write or phone, 1-26-1mo. Price Cosnow, Prineville, Oregon.

**Wanted.**  
Three or four furnished rooms for light housekeeping or will take furnished house. Phone Pioneer Abstract Company. 2-25-11.

## MAY BE BURIED IN THE SNOW

### Searching for Bakowski at Crater Lake.

#### HIS SLED AND SHOVEL FOUND

#### Started for the Lake on Snowshoes Hauling Supplies on Sled.

B. B. Bakowski, the scenic photographer who spent last summer in Prineville and vicinity taking views of the town and country is thought to have perished in the snow while on a trip to Crater Lake recently. A dispatch from Fort Klamath to the Journal dated February 23 says:

The first searching party that went to find B. B. Bakowski, the photographer who went to Crater Lake to take photographs while the wonder is enveloped in snow, returned with his sled and a shovel that he carried. These articles were found near the rim of the lake. No trace was found of Bakowski aside from the articles mentioned. He said he would leave word in the cabin at the rim of the lake if anything happened to him, or if he started from there on his return trip. The cabin did

not show that he had ever entered it.

Another party, headed by H. E. Momyer, who was for three years head ranger in the park, is now searching for the missing man. There is a probability that Bakowski entered one of the cabins at the station of the superintendent or at the rim of the lake to escape severe weather and that he may be found alive. If he has perished in the snow the remains will not be found until late in the spring. Near the rim of the lake the snow is not less than 20 feet deep and at the station of the superintendent it is at least 12 feet deep.

The searching party states that the lake is not frozen, except where water is very shallow. The mysterious water enveloped in snow is said to be one of the grandest views that can be imagined.

#### 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. Corvris,  
Eyeglass Specialist, Rooms 14 and 15, Adams bldg. Office hours from 2 to 5 p. m. 1-12

#### 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. 2-11-11

## GET READY FOR LAND SEEKERS

### Colonists Rates in Effect March 10

#### HEAVY TRAVEL LOOKED FOR

#### Settlers Can Ride Into Central Oregon Without Extra Expense.

Colonists rates from the East will apply to points on the Oregon Trunk as soon as they go into effect March 10 and home-seekers will be able to ride into Central Oregon on first-class equipment, including a Pullman parlor car, according to arrangements completed between W. E. Coman, general freight and passenger agent of the road, and the Interstate Commerce Commission.

Mr. Coman received advice from Washington that the Interstate Commerce Commission had waived the rule requiring that tariffs be published for 30 days before going into effect and that the low rates that will apply to all Northwestern points from March 10 to April 10 can be made applicable as far south as the Oregon Trunk will operate in that period.

This will enable a colonist to buy a ticket at St. Paul, St. Louis, Kansas City, Omaha or any other Missouri River point for \$25 and travel all the way to Madras or Metolius without additional charge. The fare from Chicago to Metolius will be \$33, the same as it will be to Portland.

Passengers will be routed over either the Northern Pacific or the Great Northern from the Missouri River to Spokane, via the North Bank from Spokane to Fallbridge, Washington, thence across the Columbia to the Oregon Trunk and up the Deschutes Valley to their destination.

This information has been printed on all the advertising matter issued by the Great Northern and Northern Pacific roads and a great additional influx of settlers is expected in consequence.

Mr. Coman completed the arrangements of the equipment on the passenger trains that are to operate between the mouth of the Deschutes River and Metolius. It will consist of a combination express and baggage car, a smoking car, two first class passenger coaches and a parlor car each way.

The schedule was announced as follows: Train to leave Portland via the North Bank at 9 a. m. and arrive at Madras at 8:42 p. m., arriving at Metolius at 9 p. m., train to leave Metolius at 7:30 a. m., leave Madras at 7:50 a. m., arriving in Portland at 8:15 p. m.

More time is allowed for the trip from Metolius down the valley than is given for the run from the mouth of the Deschutes up the valley, because it is desired to make certain connections with the North Bank train at Fallbridge in the evening. On account of possible delays attending the introduction of service, plenty of time will be allowed for making this connection. After the new bridge is completed across the Columbia River and the roadbed is further improved the time can be greatly reduced. It is aimed eventually to operate a 12-hour service between Portland and Bend, which is nearly 50 miles south of Metolius.

By providing parlor observation cars on the runs up and down the Deschutes Valley the Oregon Trunk probably is establishing a new mark in railroad operation on a branch line. It is not recorded that any branch west of the Mississippi River ever has introduced Pullman parlor cars for the accommodation of its patrons with the beginning of the service.

Officials of the North Bank believe that this extra accommodation will pay as they are sure that

there will be a heavy travel between Portland and Central Oregon points and between Spokane and Central Oregon points.

While the people of Central Oregon are delighted with the excellence of the service that is in prospect they have dreams of going to bed in a Pullman car some evening and waking up in Portland the next morning Oregon Trunk officials declare that the time is not far distant when they will be able to do this.—Oregonian.

## First Organized Party of Settlers

The first organized party of settlers to come to Central Oregon since railroad construction has opened that vast field of productive farm land will arrive at Deschutes Junction over the O. W. R. & N. this week in a special car and will be taken up the Deschutes railroad to Trout Creek and from there conveyed by automobile to Hay Creek, where they will take possession of the Baldwin ranch of 30,000 acres, which they have bought. There are 25 in the party and all are from Sycamore, Ill.

The party left Omaha in a Pullman car attached to the Oregon-Washington limited, Wednesday morning. Their car will be attached to the regular Deschutes Railroad train and be taken to their destination.

The Baldwin ranch was the property of the Baldwin Sheep & Land Company and one of the biggest land holdings in the state. The men in the party who have taken it over are all prosperous and representative citizens of Sycamore. The tract will be cut up into small farms to facilitate rapid development.

The party will be conveyed at once to the property and within a few days the transformation scene will begin. The details of the contemplated development is not known, but assurance is given that it will not be slow, for all members of the party are men with money and they have decided in advance of settlement to make their farms remunerative at the earliest possible date.—Telegram.

## Lots of Business For New Road

So heavy have been the demands made upon the Oregon Trunk for freight service on the part of farmers, livestock men, sheepmen and others in various parts of Central Oregon now reached by the new Hill line that heroic efforts are being made by the company to provide sufficient number of cars to move the shipments now ready for the markets.

This emergency service has been decided upon by the traffic department as an accommodation to the interior points and is based upon President John F. Stevens' public statement in his address at Madras when he announced "You can depend on us to give you fair, square and honest treatment and all we ask of you is co-operation."

Inside of the 24 hours, the different points along the line where the people have been anxiously waiting for the coming of the railroad, literally began throwing business at Mr. Stevens' head and he has issued instructions to both the traffic and operating departments to do everything in their power to give the shippers preliminary service until schedules and tariffs have been worked out. It is stated that vastly more tonnage has been offered the Oregon Trunk than any of the railroad officials dreamed would be forthcoming. Cattle, horses and sheep are being shipped to market. Lumber, mill-stuffs and grain, and other kinds of produce are being assembled at the different traffic points in almost feverish excitement.—Telegram.

#### Land Wanted

An investor would like to hear from owners of farms, dry or irrigated; grazing or timber land. Object, investment. Agents need not answer. Address, P., Crook County Journal, 12-1-11

## BIG SAVING IN FREIGHT RATES

### Oregon Trunk Publishes Schedules.

#### ROAD NOW IN OPERATION

#### Fine Coaches will be Used for Passenger Service—Observation Car, Etc.

The most graphic story yet written about Central Oregon developed when the Oregon Trunk railroad announced its new freight schedules which became operative March 1. The blazing of the railroad train into the interior, which has just been accomplished by John F. Stevens, marks the greatest reduction in transportation charges ever inaugurated in the history of railroad building.

In some cases where the former rates by wagon-haul and rail have been as high as 4 cents a pound, or \$80 a ton, the new all-rail rate on the Oregon Trunk will be less than 1 cent a pound. At the same time a saving of nearly two days in time will be made for all products that are to be shipped to the Portland markets.

There are more than 300,000 bushels of wheat in the farmers' hands from the crops of 1909 and 1910, and under the old rate it would have cost \$120,000 to move this grain to tide-water terminals.

Under the new tariffs the cost will be reduced to about one-fourth that sum or \$32,400. Where the rates heretofore have been absolutely prohibitive against shipping grain to Portland, the new schedules will mean not only an active movement in the wheat now in storage, but it will mean a great impetus to this industry the coming year and all seasons in the future. More than 1,000,000 bushels of the current crop will be poured into the Portland markets this coming season.

From the standpoint of the local jobbers and manufacturers and the retail dealers in the interior the most important feature of the new rates will be the great reduction in merchandise. The four class rates covering all sorts of ware, groceries, hardware, implements, etc., have been cut enormously, the new rates being as follows:

First class, 96 cents a hundred; second class, 82 cents; third class, 67 cents and fourth class, 58 cents. Formerly under the old "team freighting" regime, the first class rate was a minimum of \$1.67 a hundred pounds from Madras to Portland via wagon-haul to Shaniko and O. R. & N. to Portland. This is a reduction of nearly 50 per cent, and the second, third and fourth classes have been cut in proportion.

In carload lots the showing is just as important and will mean

Continued on last page.

# Farm Helps

New Foot Lift Oliver Gang, with extra hard chilled plows--- that will plow any soil---better than steel.  
New Oliver No. 28 16-inch Sulkey Plow, High Lift.  
John Deere Disk Plows.  
New Kentucky Drills---sows anything from wheat to peanuts ---will not crack the grain.  
Disk Harrows and Land Rollers.  
Meyers Never Freeze Pumps with Glass Valve Cylinders.

The New Air Cooled Gasoline Engine.

**It Does All the Mean Chores when through Pumping**

You are independent of wind and can run any machine intended to be operated by hand, for a few pennies a day, when you get

**The Fuller & Johnson Farm Pump Engine**

Every farmer who sees it agrees that it's the most marvelous invention of the age. It costs less than a good windmill; is always ready—days, nights and Sundays—and with any care at all will last as long as you live.

Come in and see it work.

Lilly's or Ferry's Garden Seeds.

Get our quotations on Alfalfa and Clover Seed, Oyster Shell, Canned Goods.

See Us about field fencing, barbed wire, nails, spring wagons, Mitchell Wagons, pumps, pipe, and Star Windmills.

Get our prices on Roofing before you buy.

Ask for PACORUCO. 1-2, 1, 2 and 3 ply.

Call and look over our line of implements. Get our prices. We handle nothing but the best. Satisfaction guaranteed.

# Collins W. Elkins.

Prineville, Oregon.

HAS NO SUBSTITUTE



# ROYAL BAKING POWDER

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