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WAGON ROADS ACROSS CASCADES

Traverse Picturesque Country.

THE SANTIAM AND MACKENZIE

Roads the Most Traveled of
all the Cascade Mountain
Highways.

Randall R. Howard of Lower
Bridge writes entertainingly in the
Portland Journal of the wagon roads
across the Cascade Mountains. He
says:

"The wagon roads across the
Cascade mountains are among the
most interesting and important
highways of the west.

Of greatest present-day interest
is the fact that they traverse a section
of unexcelled rugged beauty
and picturesque grandeur. But
they also have great historic interest
and have had a most important
part in the development of the
state. They afford the most direct
and the most natural routes between
the heart of eastern Oregon and the
first settled portions of the Willamette
valley and western Oregon. Indeed,
there was a day when the railroad
was expected to enter central
Oregon from the west, across
the Cascades, rather than from the
north, along the Deschutes river
canyon. That the government
counted these roads to have great
strategic and developmental value
is proved by the large early-day
land grants given to their builders.

The old Barlow road is the most
northerly of these Cascade mountain
highways in Oregon. It leaves
the lower Willamette valley and
passes near the base of Mt. Hood
and through the Warm Spring
Indian reservation into Crook County.
It is still traversed, though of little
commercial importance.

The most southerly of the Cascade
mountain wagon roads leave
Ashland and Medford, respectively,
and lead into the Klamath lake
country. They have been important
highways in the past, and just
now are much traversed by campers
and tourists, since they lead to the
beautiful Klamath lakes and Pelican
bay, and to Crater lake.

North of these two roads is the
old Oregon Central military road,
whose builders were granted land
totaling into the hundreds of thousands
of acres, and reaching from
the Willamette valley through Klamath,
Lake, Harney and Malheur
counties and even to the Idaho line.
This road passes near Diamond
Peak, Crescent and Odell lakes, and
other of the natural wonders of the
Cascades.

Saniam and McKenzie Roads

But the most traveled of all the
Cascade mountain highways are
the Santiam and McKinzie roads,
nearer the central part of the state.
There are many persons in central
Oregon who have "crossed the
mountains" along these roads not
less than twenty or thirty times.
In the early day this was the quick-
est, cheapest and most direct way
to reach "the valley"—as all west-
ern Oregon was called. Many
families crossed the mountains regu-
larly every summer, the trip com-
bining a pleasant outing with business,
since a load of canned and
fresh fruit was usually taken back
to the interior. Also, nearly all
central Oregon people had friends
and relatives in the valley.

It is well for a person who wishes
to travel the Cascade mountain



News Snapshots Of the Week

arrived in this country, the one in the illustration being taken in Westminster abbey. Harry Atwood, a young aviator, flew over New York's skyscrapers with a passenger, Lieutenant Picket. Ad Wolgast knocked out Owen Moran in the thirteenth round of a twenty round bout in San Francisco.

roads to watch the seasons. Other-
wise, he may be forced to camp for
a few weeks while snow banks melt
away, or to turn his wagon into a
sleigh. But the latter is not an
uncommon experience, and on
either side of the deep-snow line of
the mountains may be seen many
discarded sleigh runners that have
been hastily hewn from small, bent
tree trunks. The only person who
crossed the Cascades, outside of the
short summer season limits fixed
by nature, is the snow-shoer, who
carries blankets on his back, and
who is able to live on bear meat if
necessity should demand.

Black-Butte Vantage Point

Central Oregon inhabitants have
learned to judge the condition of
the Cascade mountain snow fields
from a long distance away. One
of the easiest read of the weather
signs is to be found on the top of
Black Butte, a high, symmetrical
extinct volcano cone in the west
central part of Crook county. This
butte is practically one of the foot-
hills of the Cascades, and is located
near Sisters, and also near the point
where the Santiam and McKenzie
roads separate to follow their
respective passes through the moun-
tains. The top of Black Butte is
almost a mile above sea level, and
can be seen for many miles across
the central Oregon plains.

When the snow is gone from the
top of Black Butte, the old residents
say, then it is safe to cross the
Cascades—before that beware. Or
if the sharp point of the butte is lost
in the clouds, then watch out for a
storm in the Cascades; and if it is
early spring or late fall the traveler
may as well begin to making snow-
shoes and sled runners.

The stockman of the central Ore-
gon plains and hills, or the farmer
from the dry land and irrigated
tracts, begins to enter into a new
country as he passes Black Butte
and approaches the Cascade moun-
tains. Instead of stubby scattered
junipers he will be in a forest of
open pine timber. Also, the air
will have become cooler, and he will
soon be in the region of mountain
streams fringed with Christmas tree
firs. He will not yet have escaped
the sand, which makes this part of
the road slow, heavy and somewhat
tiresome. This deep, coarse sand
is one of the volcanic evidences of
the section, which evidences will
culminate in small, fresh looking
crater holes along the way, and a
rough lava bed and underground
caves west of the first summit of
the mountains.

Out a few miles from Sisters the
traveler must decide whether he will
follow the Santiam road or the
McKenzie road. Some years ago
there would have been no choice,
for the McKenzie is a later day
country road, as contrasted with

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The Ananias Belt Over at Bend

Editor Robertson of the Yak-
ima Daily Republic, was in the
Burns country a few weeks
since, having gone through from
Bend by auto, and the following
is the style in which he "gets
even" with the fellow at the
Crook county town who assured
him the new road to Burns was
like an asphalt boulevard:

"Bend, Oregon, is a small town
but it is famous for two reasons.
One is that it is situated on the
banks of the best trout stream
on the Pacific coast. The other
is that it is the home of the
champion liar of the world. We
make this statement not in malice,
but merely because we desire to
render unto Caesar the things
that are his. The Bend champion
is now a full grown man, and he
makes his living not by lying but
by boosting for Bend, but in his
youth he made a specialty of
prevarication. That accounts for
his eminence in the art now. The
way to get to the front is to stick
to one thing and learn to do it
well. At 17 our hero won first
honors in a catch-as-catch-can
contest against the leading liars of
Missouri, and since then his
progress has been steadily onward
and upward. At 22 he met Colonel
Roosevelt and scored 998 points to
that statesman's 13. At 28 he got
the best three in five heats away
from Ananias and Sapphira, and
on his 30th birthday at the interna-
tional tournament he lied at a
mark both stationary and swing-
ing, against the recognized cham-
pions of America, Europe and
Asia, winning all prizes. In the
sweepstakes he accepted a hand-
icap of 30 per cent and again
came off victor. He lies equally
well sitting, standing or lying,
and has lately offered to go
against the best liars in Ireland
with both hands in his pockets
and with his legs tied in a double
bow knot behind his neck. We
have forgotten his name, but if
any wandering wayfarer should
meet a man at Bend who tells
him there is a good auto road all
the way from there to Burns,
that's him. If the wayfarer
should kill him when he finishes
telling that colossal lie, his many
victims will be glad to settle the
bill or to hang for him if neces-
sary. Any time will do. There
is no closed season for the Bend
liar."

The Home Bakery.

Fresh bread baked daily. Pastry or-
ders promptly filled. Hot coffee and
sandwiches served. Delivery at 11 and
4 o'clock. Mrs. F. E. Brosius, Prop.
6-8-11

Man Found Dead Near Haycreek

A man was found dead three
miles this side of Haycreek, where
the road branches off to Haystack
yesterday.

He was a stranger, apparently
about 40 years of age. Dr. Rosen-
berg, county physician, and Dr.
Hyde, county coroner, were noti-
fied.

They inspected the remains and
concluded that the man was over-
come by heat. Apparently he had
been dead several days. A stage
driver noticed a man lying under
a juniper tree Monday, but thought
nothing of it until Wednesday
when he saw that the man had not
moved. He then made an investi-
gation and found the man was
dead. When the driver reached
Prineville he notified the author-
ities.

The dead man had unrolled his
blankets and was resting upon
them. He was dressed in overalls
and nothing was found on his per-
son that could clearly identify the
man. An old envelope dated
October, 1910, gave the name of
Robert F. Ryan, but some memo-
randa bore the name of Henry
Lyons. He was ordered buried
where found on account of the ad-
vanced stage of decomposition.

Odd Fellows Go to Redmond

Five cars of Odd Fellows left
Prineville last evening for Red-
mond to help organize a lodge at
the Hub. T. H. Lafollette was
the acting Grand Master. De-
grees were conferred on 26 mem-
bers. The Bend degree team con-
ferred the initiatory and the Prine-
ville degree team conferred the
first, second and third degrees.
It was an all-night job but every-
body enjoyed it. The visiting
Odd Fellows report a royal good
time. A fine banquet was served
and nothing was left undone that
would add pleasure to the occa-
sion. The Prineville delegation
was as follows:

T. H. Lafollette, C. B. Dinwid-
die, W. H. Houston, R. V. Con-
stable, J. H. Gray, I. L. Ketchum,
J. H. Crooks, Geo. Noble, C. L.
Shattuck, Rev. J. M. Huggins, G.
P. Reams, Widd Barnes, Estes
Short, Bert Barnes, Wm. Morse,
L. B. Lafollette, H. L. Hobbs, A.
S. Ireland, Chas. Proetz, Clyde
Ward, O. C. Pollard, Wm. Jacobs,
L. Kamstra, Marion Templeton,
Mr. Reid.

Wanted

Sixty Jumper Posts. See Winnek.
7-20

Train Officials Held Responsible

Engineer Thomas Myles, Con-
ductor Cass, Assistant Roadmas-
ter A. S. McCurdy and the Ore-
gon Trunk Railway were held
responsible for the fatal wreck
July 10, as a result of which seven
lives were lost. After an investi-
gation at The Dalles which
lasted nine days, Coroner Burget
reported the jury's findings on
Tuesday. The verdict in part is
as follows:

"We find that Engineer Myles
was exceeding the speed limit.
We do also find that Assistant
Roadmaster McCurdy was criminally
negligent, in that after
checking the speed of the train
he did not pull the air cord and
set the brakes, as he knew this
to be a dangerous point, not suf-
ficiently ballasted and practically
a skeleton track at the point of
derailment. And we further find
that the track was in an unsafe
condition as to its gauge and that
said gauge was known to Mc-
Curdy, roadmaster in charge of
the track.

"We further find that the track
at this point is not protected by
a slow board. We further find
that it has been the general cus-
tom to exceed the speed limit at
this point, and that this fact has
been known to the said McCurdy
he having taken no precaution
by reporting the facts to a su-
perior officer. We further find
that Conductor Cass, in charge
of this train, was criminally neg-
ligent in not paying proper at-
tention to the speed of his train,
allowing said train to approach
this dangerous curve at a speed
in excess of the speed limit."

Horsestealing Case Dismissed

The case of State of Oregon
vs. Charles VanValkenberg and
J. Hall, on charge of larceny of a
horse, came to a hearing last eve-
ning in the justice court. At the
hearing it was shown that Van-
Valkenberg was a partner with
H. A. Brown, the complaining
witness, in the ownership of the
animal in question, and Deputy
District Attorney Wirtz moved
for a dismissal. Hall went along
with VanValkenberg to Spring-
field, where both were arrested,
merely as a passenger, and the
charge against him was also dis-
missed. Nobody hurt except the
county treasury, which will later
be mulcted to the extent of about
\$200 in this case.

Furnished Rooms for Rent.

Furnished, single or double. Also
beds for the Fourth. Inquire at Shipp
house. Mrs. Ida Prose, propr. 6-15

GREAT IS CENTRAL OREGON

Immense Areas of Land Must be Settled.

EXPERIMENT STATIONS NEEDED

C. C. Chapman of Portland
Takes a Look at the
Inland Empire.

Manager C. C. Chapman, of the
Portland Commercial Club, re-
turned this morning from an ex-
tended tour of investigation
through the great Central Ore-
gon empire, says Monday's Jour-
nal. He returned doubly enthu-
siastic with the possibilities that
offer there and their tremendous
significance to Portland.

"We, of Portland have but a
very faint idea of the magnitude
of that great stretch of country
that we speak of as Central Ore-
gon," said Mr. Chapman. "It is
greater in resources than Colo-
rado, more promising than New
Mexico and as good as the best
there is to be found in Utah and
Montana.

"But the resources must be
developed, the immense areas of
lands must be settled and made
productive beyond the raising of
livestock on the plains. Looking
from a selfish point of view, I
can say that of every dollar pro-
duced there 50 cents will come to
Portland. The significance of
this can hardly be realized here
at this time. Our merchants and
people in general do not compre-
hend its meaning.

"To develop Central Oregon
we must have better organiza-
tion, and we shall bend every
energy to bring it about. Osten-
sibly my purpose in going to
Central Oregon this trip was to
attend the Oregon Development
League at Prineville. It was the
most earnest convention I have
ever attended. It was attended
by determined men from all
parts of the great interior and
everybody took a deep interest
in getting under way a move-
ment whereby the big lands may
be made productive.

"Leaving Prineville, I visited
one of "Bill" Hanley's ranches.
It contains 143,000 acres and
some of the most beautiful land
I ever saw with streams inter-
secting it here and there. Feed
for thousands of head of cattle is
grown there but as this requires
comparatively little attention the
immense farm has but three liv-
ing houses. This vast tract of
land would support thousands of
families were the ground made
to produce other crops than hay.

"The great Harney valley is a
wonderful country. The land
stretches out in every direction,
for miles as level as a billiard
table. It is well watered and
most sections can be irrigated.
It appears especially well adapt-
ed to diversified farming, rota-
tion of crops, and it will grow
fruit. Existing vegetation there
leads conclusively to these deduc-
tions.

"One of the great needs is the
establishment of experiment
stations in the central part of the
state through which the new set-
tler may gain the benefit of ex-
periments that to the individual
would prove very expensive.

"Better organization of the
commercial bodies should also

Continued on inside page.