

A Big Mass Meeting Next Sunday Evening at the Commercial Club Hall. Be Sure and Come

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Prineville Will Welcome James J. Hill to Central Oregon

Prineville is preparing to give the great empire builder—James J. Hill—a royal welcome on October 1. Louis W. Hill, his son, has been an honored guest of this city but this will be the first time that the veteran railroad magnate will have a chance to see the country that he has taken such a prominent part in opening up to settlement.

The Hill party, which is composed of James J. Hill, Louis W. Hill, Mr. Dunwoody, a large grain and flour mill man of Minneapolis; Mr. Cook, president of the Minneapolis Trust Co.; Theo. Schuermier, a St. Paul merchant; Mr. Chamberlain, the new development commissioner of the Great Northern Railroad; Will Campbell, secretary of the Northwestern Development League; Carl R. Gray, president of the S. P. & S. Railway. The railway party will arrive at Metolius at 4:30 Sunday afternoon and will be met by autos from Prineville. They will reach here some time between 6:30 and 7 o'clock. A big spread will be in readiness at Hotel Prineville, after which the party will be escorted to the Commercial Club Hall where a big mass meeting will be held. James J. Hill, Louis W. Hill, Carl W. Gray and others will address the meeting.

A pretty feature of the welcome will be the part taken by the public school children. They will line Main street as the auto procession of citizens and guests arrive from the railroad. The flambeau club of the Crook County High School will escort the railroad party from the hotel to the club rooms immediately after the banquet, where the speechmaking will take place. Be there.

Have Great Faith in This Country

James J. Hill recently made the following statement: "We intend to do all that a great railroad system can toward developing the vast Central Oregon Empire, regardless of cost. My belief in the future of Central Oregon is best illustrated by the investments I am making through the medium of the Oregon Trunk line."

It is also the avowed ambition of Louis W. Hill, son of the great empire builder, to leave Central Oregon as his monument, as his father has left Eastern Washington his monument.

On February 16, 1911, the first train on the Oregon Trunk line steamed into Madras, Oregon.

The railroad history of Oregon hitherto had been full of tragic beginnings. Twenty years ago, the Corvallis and Eastern which ran down the Willamette Valley made a survey across the Cascades but nothing came of it. A road was started from the East through the Malheur Canyon. Today many blacksmith shops in that country are still hammering the discarded rails into farm implements. Ten years ago the first train climbed the steep twisting grades of the Columbia River on the Southern border and stopped 60 miles south of Shaniko.

Here was a territory almost as large as the New England States, the last great tract of land in America almost totally undeveloped and uninhabited. Its settlers had almost given up hope when in 1909, both the Hill and Harriman systems set about invading Oregon,—this time for

keeps. The North Bank road, which parallels the Columbia River on the northern border of Oregon, dropped a line from the Deschutes River from Celio to Madras, a distance of 112 miles,—the only water grade passed through Central Oregon, and a direct downward haul to the Portland markets.

When James J. Hill built the North Bank road, it was to secure the water grade route to the nearest point where train might meet ship for exchange of cargo, at Portland. That is the sort of strategy that has made the name of Hill synonymous with successful operation. And by the same sure logic, feeders will soon spread south from the Columbia River to tap the rich southern and Central Oregon country.

In the Oregon Trunk line, the Hill interests have sunk \$12,000,000. They have spared no expense to make superb road beds, wide gauged tracks, and stout rails to stand the strain of transcontinental traffic, showing definitely that this is to be the main connection for the Hill lines south from Central Oregon to San Francisco. This epoch making line, moreover, it is announced, will connect the South with a stub of the Pacific and Eastern, a short detached Hill road stretching from Medford northeast toward Crater Lake. It will be attached either to the Coast or pierce still farther south into California, where a fine water grade can be secured along the Pitt and Sacramento, thus affording an outlet into San Francisco, and will double in importance with the opening of the Panama Canal. The Salem Electric Road down the Willamette Valley from Portland to Eugene, fed by a rich country will probably also connect near Eugene with this new San Francisco route.

Portland Citizens Will Help Celebrate

Portland citizens who are coming to Central Oregon to help celebrate the coming of the railroads and attend the sessions of the Central Oregon Development League at Burns, have changed their plans so they will pass through Prineville and pass their first night in this city. The excursionists will leave Portland in two detachments, one getting away the morning of the 29th and the other the following day. They will meet at Redmond Saturday night, participating in the exercises to be held there, and after the meeting the entire excursion will leave by automobile for Prineville. They will leave this city Sunday morning at 9 and motor to Burns, arriving there the same night, and will spend the two following days at the Central Oregon Development League convention.

James J. Hill, his son Louis, and a party of Eastern financiers and railroad men will reach Burns October 2, and will spend the following day at the convention. Wednesday the Portland excursionists will escort the Hill party back to the railroad at Bend. There they will participate in the driving of the golden spike, which will occur on Thursday after lunch. The entire party will then take a special train for Portland, the Hill party turning East and the Portland

Great Northern Exhibits Oregon Products At Northwest Land Products Show

Besides the official exhibit of this state which is to be made under the direction of the governor at the Twin City Land Show, the efforts of the state officials will be supplemented by good exhibits to be made of our products by the railroad companies.

The Great Northern has just bought five sections at the Twin City show,

special part of it will be shown for the first time at the big show in St. Paul, New York City, in Omaha and at several other shows during the fall and winter. From all of these displays our state will reap a benefit and the railroad company divides its space up and places the name of the state over that part of the



which is to be given from December 12 to 23 under the auspices of the Northwestern Development League. This means that railroad company will have about 1,000 square feet of exhibit space to fill from the states along its lines. Being the first railroad company to buy space, the Great Northern has secured the pick of the space after the reservations were made for official exhibits.

Representatives of the railroad are now at work collecting the exhibit. While a

exhibit which is collected from here. Speaking of the advantage of making these exhibits, President L. W. Hill says, "From experience we find that we get better results from our exhibits at land shows than from any other single form of advertising which we do."

It follows that if the railroads get such good results from the land show exhibits, the states which they represent must get a large share of the benefit.

expedition reaching home early Friday morning.

This is Mr. Hill's first visit to Interior Oregon although he has authorized the expenditure of large sums of money in supplying it with a new railroad solely upon recommendation of his engineers and traffic scouts. He has built the Oregon Trunk in the most substantial way largely on faith in the future of Central Oregon. Now he intends coming to see with his own eyes what this long neglected region offers to the interests he represents, in traffic, present and potential.

James J. Hill is now 73 years old, and although the cares of a strenuous career weigh heavily upon him, as he is still in active control, he has mapped out a schedule for himself in the interior that might well tax the endurance of a much younger man. He has to be in Helena, Montana, Saturday, and he has an engagement that takes him to Springfield, Ohio, on October 10. In the meantime he will be as busy as the proverbial bee.

Those who know Mr. Hill well and have followed his remarkable railway career, know that he is influenced largely in building railroads by the spirit he encounters in the new districts that he proposes to open up. If the people show their appreciation of his efforts, he is willing to meet them more than half way, but on the other hand, if they do not show a spirit of co-operation he is likely to decline to act alone in developing any country. He has made a splendid start in Central Oregon, and it is hoped by the Portland people, no less than by the interior population, that he will continue the good work; and it is felt that if he is given a warm welcome when he comes to look over his new railway, which, by the way, is his pet project, he will continue the construction work still further into the Cen-

friends on his last trip to the interior and he expects to renew these acquaintances and form new ones.

D. O. Livey, president of the Portland Union Stockyards, will speak in Redmond on September 30, telling what the future offers to Central Oregon in the hog industry, and he will speak at Bend on the same subject October 5.

Homeseekers Should Investigate

President Carl R. Gray, of the Oregon Trunk Line, is insisting upon colonists touching the Oregon Trunk making a careful inquiry into the wealth of the Central Oregon country, says the Telegram. He does not want them to look at one place and stop. That all may be advised of the wonderful resources that are awaiting bona fide farmers, he is having posted in the railway lines of his systems for guidance of the immigrants riding there, the following bulletin:

"The Oregon Trunk Railway was constructed into Central Oregon after thorough and careful investigation of its possibilities along lines of agricultural and commercial development. The line was built, therefore, because we have faith that it will ultimately become a great agricultural and dairy country.

You, too, have made an investment in Central Oregon in the ticket you have purchased, and in the expense of your trip, and you will not realize as you should upon this investment unless you take time while you are here to investigate the possibilities of the country as a whole, and not be displeased by a showing which may be made by one locality.

"Few people can realize the vast extent of the Central Oregon country. Until this railroad was constructed the state of Ohio could have been placed in Central Oregon and its borders would not have been reached by a railroad. We confidently believe that somewhere in this expanse of territory you can find what you are looking for if you will take the time to do it.

"If you have a knowledge of dry farming there is a material opportunity in this direction, and practical farmers have made a great success of it. If your bent is toward irrigated lands there are a great many of them in Crook county, lying along and south of Crooked river. There is a great diversity in the altitude and in the climatic conditions. An experimental station will soon be located in the dry-farming district, which will, in all probability, be contiguous to the railroad, and will be directed by the Oregon Agricultural College, so that expert advice will always be available.

"We hope, therefore, that having visited this new country, you will not fail to take ample time to study the characteristics and adaptabilities of its various sections; consult freely with the officers of commercial clubs, who will give you disinterested advice and who will refer you to reliable real estate dealers.

"The possibilities of Central Oregon under proper development are almost unlimited, and the varying conditions of these different sections offer a wide range for selection."

The Great Northern Silver Cup

The silver cup now on exhibition in the show windows of D. P. Adamson & Co., is offered as a prize by the Great Northern Railway for the best exhibit of grains, grasses, vegetables and root crops by commercial clubs of Crook county, at the Central Oregon Fair to be held at Prineville October 11-14.

This is a handsome trophy and well worth the best efforts of the different commercial organizations to capture it.

Many fine exhibits are promised and without doubt the coming Central Oregon Fair will show a better display of grains, grasses and vegetable products than anything previously attempted.

Hurry Up With Your Samples

Tillman Reuter who is gathering specimens of Crook county products for the Hill lines to be used for advertising purposes, says that the time is getting short for samples to arrive. This will be the last call. Anyone desiring to send samples of threshed grain back East, potatoes and hardy vegetables of all kinds, should leave same at D. P. Adamson & Co.'s store. There should not be less than a peck of grain, or a half dozen root specimens. Each item should be labeled, giving the name of the grower, his postoffice address, etc. These exhibits will be used at the Omaha, Chicago and St. Paul Land Shows.

All dry farming exhibits to be shown at Colorado Springs must be delivered at Adamson's drug store not later than October 2. The car leaves Madras October 5.

Annex Will Entertain the Teachers

The Ladies' Annex is making arrangements to entertain the teachers who will be in attendance at the institute to be held in Prineville October 11, 12 and 13. A reception will be given on the evening of October 11 at the ladies' club rooms. The following committees have been appointed:

Reception committee—Mrs. R. E. Gray, Miss Conway, assisted by County Superintendent Ford.

Program committee—Mrs. C. H. Edwards, Mrs. C. M. Elkins and Mrs. Oliver Adams.

Lunch committee—Mesdames Doonar, McMillan, Clark, Ashby and Combs.

Serving committee—Misses Lottie Smith, Bertha Baldwin, Fay Baldwin, Dollie Hodges, Stella Hodges, Emeriene Young, Beulah Crooks.

Decorating Committee—Mesdames Brink, Rosenberg, Stewart, Hyde, Howard, Haner, Clark, Morgan, Edith Smith.

General committee—Mesdames Belknap, Kayler, Clifton, Angie Smith and May Wigle.

Attention, Children.

In the absence of Principal Myers, County Superintendent Ford requests the pupils of the Prineville Public Schools to assemble north of the Prineville hotel on Third street, next Sunday, October 1, between 6 and 6:30 p. m., to take part in the welcome to James J. Hill, the great railroad magnate. Parents, please see that younger children are in line at the time specified.