

V. J. C.
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Big Crowd Welcomes James J. Hill

Prineville welcomed James J. Hill, the great railroad builder, to Central Oregon Sunday in a drenching rain. Rain commenced to fall the night previous and the downpour continued until late Sunday night. The storm prevented the outdoor part of the reception from being carried out but it could not dampen the enthusiasm of the big crowd that greeted the railroad magnate and his son, Louis W. Hill, upon their arrival in this city. It was about 7 o'clock when the automobiles containing the distinguished party got here.

The lobby of Hotel Prineville and streets adjoining were packed with people. The Prineville Brass Band, students from the Crook County High School, pupils from the public schools, ranchers and citizens made such a din when the railroad veteran stepped from his car that there was no room for doubt as to the estimation in which he was held by the people of this country.

The city's guests were shown to their rooms and told that a banquet awaited them as soon as they could get ready. After the mud had been washed off the party was taken in charge by the reception committee and led to places at the banquet board. Covers had been laid for 52 persons. Toastmaster Williamson announced that the speech-making would take place later at Commercial Club Hall and gave the signal for the courses to be served. Mrs. McDowell had everything in readiness and for an hour and a half the banqueters feasted on the best in the market to the melodious strains of Luckey's Orchestra.

After doing full justice to the good things at the hotel the banqueters adjourned to Commercial Club Hall where James J. Hill and others were announced to speak. The place was packed. J. N. Williamson presided.

Mr. Hill was the first speaker. He expressed great pleasure and surprise on this his first visit to Central Oregon. Pleasure at meeting so many representative people and surprise at what he saw decorating the front of the stage. "Prineville has 'shown' me said the chairman of the directors of the Great Northern Railway. "I have had good reports from Central Oregon, but Oregon looks better to me than I thought it would."

Mr. Hill was speaking from a platform over three feet high and looking over the sheaves of Central Oregon grain four and five feet in height.

"A country that can grow this class of stuff without splicing the straw, cannot be turned down," he said. "We are glad that after building up the settlement you have here that we can make it possible for you to be close enough to a railroad to almost hear the locomotive whistle. We hope we can arrange it so you will not have to strain your ears to hear the whistle—we want you to hear the whistle instead of the echo." [Great applause.]

Mr. Hill told anecdotes and seemed to be in fine spirits after a very muddy drive from Opal City. Continuing Mr. Hill gave his hearers some short rules to be observed in getting settlers for a new country. He said:

"As a railroad we are here as partners in the land of Central Oregon. Once in a country we are in it for good; we must be poor

with it if it fails and prosperous with it if it succeeds. Thus we are interested with you in developing Central Oregon.

"You do not want to mark the price of your land up. There are hundreds, even thousands, who may want to come here who have not the \$25 per acre to pay for land, so you want to keep the price down until you have settlers at least thick enough so a man can bear his neighbor's dogs barking in the still of night.

"Then you must be neighborly with the people who are coming here to make their homes with you. Selfishness is a bad thing and sends people out of a country to do damaging advertising.

"Don't go crazy about fruit. Raise it if you want to, all you want to use, but have a mind for the most profitable crop and those best adapted to your soil and climate.

"Dairying should not be overlooked. There is much profit in this line of farming. A good cow ought to raise four hogs and a hog at eight months ought to bring \$15 or about the same you would get, perhaps, from an acre of grain after plowing, planting, cultivating, harvesting and marketing it." Mr. Hill paid a high tribute to the possibilities of alfalfa as a crop for Central Oregon. [Owing to the crowded condition of our columns, Mr. Hill's address in full was left over until next week.]

Carl R. Gray, president of the Hill hill lines in Oregon, followed Mr. Hill in a brief address. He emphasized the need of co-operation between the railroads and the people and declared that the railroads were willing to do their share of the work at all times. He spoke of the great help to be derived from experimental farms and announced that within a few weeks a dry farm of forty acres and a thirty acre tract of irrigated land would be established in Crook county. Experts from the Oregon Agricultural College will be at the head of these places but local farmers will do the work. Seeds, soil and climate will then be studied so that the most may be got out of the land. This would undoubtedly help the farmer and indirectly benefit the railroad.

Professor Chamberlain, development commissioner of the Great Northern, followed Mr. Gray. He spoke of the need of adapting scientific principles to agriculture. The old hit and miss methods were giving way to scientific farming. The laws of nature were studied and applied to agriculture for the benefit of mankind. Prof. Chamberlain said Prineville would see more of him next summer.

The professor was a powerful factor in developing South Dakota. He was with its agricultural college for many years. His work attracted the attention of Mr. Hill, who determined to secure his services for the development of the country through which the Hill lines pass. After Mr. Chamberlain's address the meeting adjourned.

It was the intention of the Hill party to proceed to Burns Monday morning to take part in the big Central Oregon Development League meeting, but the recent rains had made the roads impassable and the idea was given up. After a hasty inspection of the Ochoco valley the railroad men returned to Prineville and then left for Opal City where they will board their special train for Seat-

tle, where they will spend Tuesday. Tuesday night they will run to Portland and spend the day there and today (Thursday,) the special will return to the line of the Oregon Trunk and proceed to Bend where Mr. Hill will drive the gold spike.

Prineville Boosters Greatly Disappointed

Rain prevented a big delegation of Prineville boosters from attending the Central Oregon Development League meeting at Burns this week. Instead of the 25 or 30 cars that had promised to make the trip, but one had the nerve to tackle the mud. W. F. King, accompanied by T. M. Baldwin, decided to try it Monday morning.

All Sunday afternoon and night reports reached Prineville that autos containing the Portland and Redmond contingent to the meeting were strung along the road in both directions from Paulina. Some had not reached that point after an all day run, while others got beyond it. They had spent Saturday night in Prineville and had left here Sunday morning in the rain. The dismal reports sent back had the effect of not only stopping the Prineville crowd but the Hill party as well. James J. Hill was greatly disappointed. He said he wanted to see his old friend Bill Hanley. Mr. Hill was willing to continue the journey by team but his son dissuaded him from trying it. He thought his father was too old to stand the trip. The matter was compromised by his son promising to have Mr. Hanley attend the Bend celebration today.

The Prineville Commercial Club had provided streamers and banners for 17 autos and 13 other machines had promised to make the trip if the weather was favorable. The Journal printed ribbons for 150 boosters but Jupiter Pluvius upset all calculations. We have not heard from Burns and do not know how many cars reached their destination.

Two and One-Half Inches of Rain Fell

Nearly 2½ inches of rain fell from October 1 up to noon October 4. Jack Summers, the government weather man, says that more rain fell during that period than from January 1 to June 30. Jack has been doing a little figuring on the side and says that an inch of rain at a temperature of 45 degrees will weigh 100 tons to the acre. We haven't time to verify his figures so will take his word for it. Of one thing we are sure, and that is the great benefit this country has received from the present wet spell.

Some losses are reported. A few ranches were caught with a lot of hay down, which the rain has greatly damaged. If the weather clears perhaps the loss from this source will not be as great as first reports would indicate.

The Best Display of Grains and Grasses

F. W. Graham, the Western industrial and immigration agent of the Great Northern Railway, said that the display of grains and grasses he saw at the Prineville Commercial Club was the best he had seen in all his travels. Will A. Campbell, secretary

of the Northwest Development League, said he was greatly surprised at the fine specimens on display. These gentlemen think the display would do more toward attracting settlers than tons of literature. They want it sent to the land shows when we get through with it.

Big Celebration At Redmond

Redmond, Oct. 1.—Redmond is now a railroad town in fact. The same thing may have been true ever since the spike was driven September 21, which completed the road to a junction with E street here, but since the arrival of the first passenger train Friday evening and the celebration of yesterday it is unquestionably and undeniably true.

Yesterday the celebration brought together the largest concourse ever assembled in Redmond, and every one was light-hearted and happy. People gathered from Powell Buttes, Smith Rock, Prineville, Sisters, Laidlaw, Bend, and other towns helped to swell the crowds and make the day one long to be remembered by Redmond people. The decorations of the business houses and the automobiles taking part in the parade were plentiful and all in good taste. The display of Central Oregon agricultural products must have been an eye opener to those visiting this section for the first time, but to those of us who have seen its development during the past six years there was nothing remarkable. Grasses and grains were tastily arranged along the sidewalks on Sixth street. Three displays that deserve especial mention are those of Mr. Rodman, the arch crossing Sixth street, that of Mr. Hanks and the Powell Butte display.

The exercises of the day began with the parade which marched on C, D, E and Fifth, Sixth and Seventh streets and to the grounds at the new schoolhouse. Here Mr. Brewer, president of the Commercial Club had charge and introduced the speakers. After invocation by Rev. Crenshaw an address of welcome was given by Mayor Jones in behalf of the city of Redmond. For Central Oregon in general Judge Brink was to have welcomed the outsiders, but he was unavoidably detained at Prineville.

President Carl Gray of the Oregon Trunk responded to the address of welcome and he laid stress upon the necessity for determining the most economical crops to raise. R. B. Miller, general freight agent for the O. W. R. & N. Co., also responded.

D. O. Lively, of the Portland Union Stockyards and representing the Portland Commercial Club, spoke and called attention to the fact that Portland grows by the growth of all the smaller towns of the state, also that we are annually sending into Nebraska, the Dakotas and contiguous states, thousands and thousands of dollars for live hogs that we ought to produce right here at home.

Professor Kent of the Oregon Agricultural College could be depended upon to tell that the production of a ton of butter fat depletes our soil only to the extent of about fifty cents and he advised farmers to raise more cows of the good kind.

These exercises were interspersed with songs and recitations. Miss Myrtle Butler gave a reading, "The Deschutes Valley," and a song commemorating

Regular Council Meeting Tuesday Evening

The regular monthly meeting of the city council was held Tuesday evening. Present — Mayor Edwards, Councilmen Ward, Winnek, Yancey and Shipp. Officer Weston and Recorder Brees.

The minutes of previous regular meeting and a special at which J. B. Shipp was elected to fill the vacancy caused by the resignation of Dr. Rosenberg, were read and approved.

The mayor appointed Councilman Shipp chairman of the committee on health and police and also to the fire and water and license committees.

Officer Weston reported that he had visited every store to find out how much oil was kept on hand. The quantity ranged from none to 20 cases.

The following bills were ordered paid:

| | |
|----------------------------|---------|
| W. Wirtz, legal services | \$ 2 50 |
| Mrs. Maling, rent | 25 00 |
| C. H. Harris, work | 3 75 |
| Robt. Moore, repairing | 3 75 |
| C. F. Condart, street work | 175 00 |
| F. A. Rowell, night watch | 82 50 |
| W. H. Kuhn, work | 10 00 |
| C. E. Smith, salary | 25 00 |
| W. F. King Co., mdee | 85 |
| R. W. Breeze, fees | 18 25 |
| A. J. Weston, salary | 100 00 |
| J. H. Crooks, work | 6 25 |
| P. L. & W. Co., for 2 mo. | 129 08 |

Councilman Noble made report that Charles Condart was entitled to the balance of his claim against the city for street improvements.

The night watch reported one arrest for September, and one arrest was made by the day officer.

Recorder Brees reported two arrests; that he turned over to the city treasurer \$65.

The city treasurer made report as follows:

| | |
|-----------------------------|-----------|
| Fire fund | \$1269 29 |
| Park | 405 58 |
| Road | 386 11 |
| | 2060 98 |
| Less overdraft on genl fund | 491 05 |

Cash on hand \$1569 93

The city treasurer was instructed to pay bills out of funds on hand and the various funds would be reimbursed when the money from taxes came in. The city in

the day with chorus by the audience was written by J. R. Whitney, one of the pioneers of this place.

After dinner there was a ball game, bronco-busting, steer riding, foot races and other sports at the ball grounds and on the streets, dancing in the evening and other forms of entertainment which go to make the day a never-to-be forgotten one.

E. C. PARK.

Redmond Schools Flourishing

Redmond, Oct. 1—School opens in the new school building Wednesday, with Principal Thompson, Mr. Park, Mrs. McNichols, Miss Dunn and Mrs. Jarrett for instructors. It is confidently expected that two more will have to be added to the teaching force as the present arrangement gives an over supply of work to teachers both in the grades and high school.

Deputy J. O. Alsbury has done good work for the Modern Woodmen here, having written twenty applications, and he has promised another class adoption for

this way would save paying interest. In other words the city has \$1569.93 cash on hand but the general fund has a overdraft of \$491.05. This \$491.05 has been paid out of the other funds instead of issuing warrants for the amount drawing 6 per cent interest.

A committee was appointed to take up the matter of providing a suitable safe to hold the city records.

Some one broke into the recorder's cupboard and stole the truck ordinance. The judiciary committee was instructed to draw up another one so that it would not be unlawful to use the sidewalks for trucking purposes.

The ordinance vacating parts of First Street was laid over to special meeting next Tuesday evening.

The recorder announced that all Third Street improvement money had been collected except on four lots.

The resignation of Officer Weston was accepted.

The chairman of the health and police committee was instructed to hire a man until the council should appoint an officer.

The matter of appointing Floyd Rowell night watch was laid over until the next meeting so that he might personally come before the council.

The council established the boundaries of the business streets of Prineville as follows: All that portion of "A" street, commonly known as Main street, between the north line of First Street to the south line of east Sixth; all that portion of Third, between the east line of "B" street and the west line of east "D" Street; and all that part of Second Street, Fourth and Fifth Streets between the east line of "B" and the west line of east "B" Street, is established and declared to be business streets. The reason for this declaration is that sidewalks must be 12 feet wide and built according to prescribed plans.

Recorder Brees handed in his resignation but it was not accepted.

Council adjourned to meet next Tuesday night.

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Important Changes in Time Oregon Trunk Railway.

The Oregon Trunk Railway train for Portland now leaves Opal City 8:00 a. m. instead of 9:00 a. m.; Culver 8:15 a. m., instead of 9:15 a. m.; Metolius 8:25 a. m., instead of 9:28 a. m.; Madras 8:33 a. m., instead of 9:41 a. m., and arrives Portland 6:00 p. m., instead of 7:45 p. m.

Leaving Portland at 9:55 a. m., as formerly, the train arrives Madras at 6:18 p. m., Metolius 6:28 p. m., Culver 6:39 p. m., and Opal City 6:55 p. m., twenty minutes earlier than heretofore.

These changes make materially better schedules to and from Portland.

Stage connections to and from interior points. 10-5-3t

For Sale or Trade.

Team brood mares and colts for sale or trade for single driver. Inquire of J. W. Stewart at Elkins' store. 9-7-1mp