

FREE:--Beautiful \$400 Piano Given Away by the Crook County Journal for New Subscribers

Crook County Journal

COUNTY OFFICIAL PAPER, \$1.50 YEAR

PRINEVILLE, CROOK COUNTY, OREGON, THURSDAY, JAN. 18, 1912.

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

VOL. XVI--NO. 8

PASSENGERS HAD A CLOSE CALL

Experience a Couple of Thrillers.

HIGH WATER WEAKENS BRIDGE

The Coolness of the Conductor and Engineer Probably Saved Lives.

Prineville passengers on Saturday night's train out of Fallbridge experienced some thrillers that they will never forget.

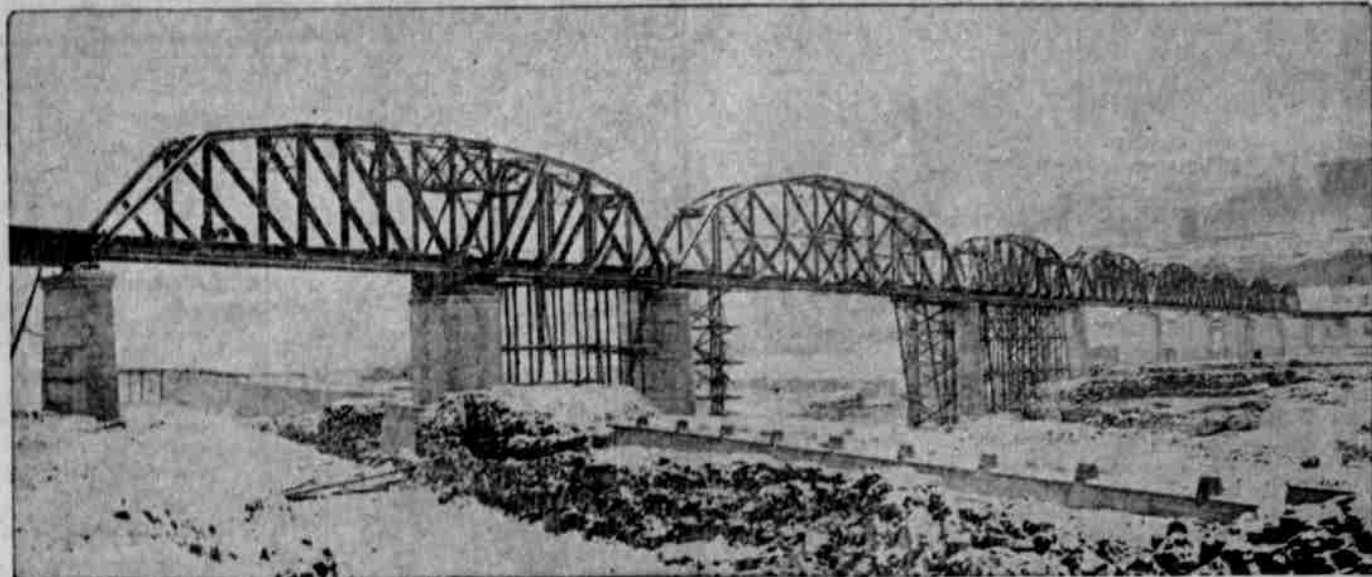
It was while crossing the railroad bridge near North Junction on the homeward journey that the first hair-raiser occurred. The bridge at that point is a temporary one provided for use only until the steel for the new one could be placed in position. The steel was on the ground ready to be used but the recent heavy storms so weakened the wooden structure that a terrible disaster was narrowly averted.

It was about 10 o'clock at night when the train reached the bridge. When the engine got fairly onto it the track sagged to such an extent that the engineer thought that the train would drop into the raging Deschutes twenty or thirty feet below. The emergency brakes were applied and the train brought to a standstill. It was at this time that the coolness and nerve of the conductor and engineer saved the lives of the passengers. Every movement in the cars caused them to sway dangerously back and forth, but the conductor got his passengers to file quietly toward the rear of the train where the last car had jumped the track but had only started to bump along on the ties. It furnished a safe landing place and all reached the ground in safety.

The next problem was what to do with the rear passenger car. The sag had dropped about two feet and in doing so swayed to one side. If the car would ride the ties across it could be drawn over in safety, but if, on the other hand, it broke through, then it might endanger the whole train. There was nothing holding it but the 90-pound steel rails securely fastened to the ties. The train was pulled ahead very slowly and it was seen that the ties would hold so the car reached the other side in safety.

The second thriller for the passengers was crossing the swaying bridge to reach the train. They did not know just how much the swaying structure would stand. Twenty feet below the surging river swollen to torrential proportion and all that kept them out of it was a swaying bridge with the supports washed out. Everybody got across all right and the Prineville passengers say their home town never looked so good.

The Crook county people on the train were: B. F. Johnson, Prineville; H. C. Herrick, Redmond; C. L. Laffin, U. S. Indian Agency, Warm Springs; Frank Smith and wife, Redmond; S. Grazer, La Pine; T. J. Murphy, Bend; B. M. Sawbridge, Bend; T. B. Allison, Terrebonne; G. W. Slayton, Prineville; Mrs. L. C. Marion, Redmond; H. J. Eggleston, Bend; Ernest Lambert, Metolius; F. V. Chapman, Terrebonne; C. J. Johnson, Prineville; John Broetz, Metolius; C. L. Miod, Redmond; Geo. N. Vantine, A. C. Turner, Madras; I. I. Gooby, Bend; Frank Luckey, Haycreek; J. E. Mills, Tumalo; F.



The new Oregon Trunk Steel bridge opened for traffic across the Columbia river January 7.

PRINEVILLE HAS A RAILROAD TALK

Business Men Discuss Railway Question.

MUST HAVE RAIL CONNECTION

With Outside Points and that Right Away--Committee Appointed.

The business men of Prineville held a "get together" meeting Friday evening for the purpose of discussing the railroad question in regard to Prineville.

President Adamson of the Commercial Club presided. He explained that it was the general sentiment of the business men of Prineville that something should be done to get in touch with the management of both the Harriman and Hill lines and find out what these roads were going to do in the matter of giving Prineville railroad connection with their trunk lines. At this time there are several surveying parties in the field running lines in this direction and that if neither of the trunk roads were behind them the people wanted to know about it. Prineville wants a railroad and is ready to deal with the first responsible company that will build. This was the sentiment of the meeting.

It was moved and carried that a committee of five be appointed to take the matter up with the railroad authorities at Portland. The chair appointed T. M. Baldwin, C. M. Elkins, J. N. Williamson, C. F. Smith and John R. Stinson. It was requested that the committee wait a few days before taking action to see whether or not G. A. Kyle, vice-president of the L. M. Rice Railroad Construction Co., could not be induced to come to Prineville and talk things over. He is expected at Metolius sometime soon, but just when will depend upon keeping the roads open for traffic. He is now in British Columbia but may possibly get here next week.

Mr. Kyle stands high in railroad circles. He was consulting engineer on the North Bank and was formerly vice-president and general manager of the Oregon Trunk.

Messrs. Heckman and Osborn, who have charge of a crew of railroad surveyors belonging to the Rice Co. that are now located in Prineville. They are working on the line between here and Metolius. This line will be somewhere between 28 and 29 miles long and will cost \$600,000 to construct, according to present estimates. Just what company is behind these surveyors nobody knows. Perhaps Mr. Kyle will "fess up."

During all this railroad talk Mrs. Kerwood does not want to be lost sight of by the people of Prineville. She is the one that stirred things up and she is not through yet. She was due in St. Paul last week but storms and washouts prevented her departure. She has transportation not only to St. Paul, but clear through to New York. It is said that she carries a contract, signed by both the Hill and Harriman roads, that they will not parallel a road if she should be instrumental in having one built.

Children Wanted.

Two or three children wanted at once between the ages of 8 and 15; a good home in good family; a good school, clothes and board, no work. Address, J. A. HOLMES, Bend, Ore., care up-river mail.

Englehardt, Grizzly; P. L. Pitner, Prineville; S. R. Kelly, Bend; C. E. Jones, Prineville; Louis Bois, Gilbert Davis, Haycreek; H. O'Dell, Prineville.

A vote of thanks to the train crew was voted by the passengers and forwarded to General Manager Gray.

Culver Wants County Division

Resolution of Culver Development League:

Whereas, The county of Crook embraces a total area of over 7500 square miles, and

Whereas, The assessed valuation of said county is \$9,201,463 and sufficient to support three counties with but little if any increased tax levy for administrative purposes, and

Whereas, Said Crook county is divided by natural barriers, diversity of resources and occupations of the people, roads and means of transportation, into three divisions, and

Whereas, We believe the people of Crook county desire a division of said county in order that it may be more convenient to reach a county seat for the transaction of county business and in order that county government may be more economically conducted, therefore be it

Resolved, By the Culver Development League in regular session held at Culver, Oregon, this 12th day of January, 1912, that the Culver Development League recommends the calling of a delegate convention of the voters of Crook county for the purpose of discussing the advisability of county division and to attempt to agree upon lines for the partition of said Crook county into three counties, and that said delegate convention be held

at Prineville, Oregon, at an early date.

We further recommend that the various voting precincts be entitled to delegates in proportion to their total vote cast at the last regular election and that each precinct choose its delegates in such manner as its voters may determine.

We further recommend that the question of county seat be eliminated from this convention and nothing be determined in relation thereto but that the question of county seat and name of county be determined by the voters of each new division after the lines have been determined upon and in a separate caucus.

It is ordered that a copy of these resolutions be sent to each newspaper in Crook county with a request for publication and that a copy be sent to each commercial club or development league in the county for their discussion and consideration.

Passed by unanimous vote at the regular session of this league the 12th day of January, 1912.

WM. BOEGLI

D. B. TROUT, Secretary. President.

Who Can Beat It?

Mrs. Bert Wright boasts of having raised the first tomatoes in Summit Prairie, having picked the first ripe one between Christmas and New Year. The vines are now flourishing with ripe tomatoes, green tomatoes and blossoms, notwithstanding the cold climate of that place. Hurrah for Central Oregon.

Notice to Taxpayers.

By request of the county court, you are hereby notified that, on February 5, 1912, a meeting will be held in Prineville Oregon, for the purpose of discussing the question of bond issue by Crook county to aid in the construction of good roads. Said meeting will be held at the courthouse at 10 o'clock a. m. It is earnestly requested that each section of the county be represented at this meeting.

WARREN BROWN, clerk.

Water Agreement Practically Reached

Final agreement was practically reached last night between the Desert Land Board and the Central Oregon Irrigation Company, after months of dickering, and as a result, work on the 240,000 acre project will continue.

One of the main features settled was a compromise on an increase of lien, decision being reached to allow classification of lands, some to be sold for \$50 an acre and some for \$45, or for lower to settle the increase on practically a \$5 basis, the company originally asking for a \$10 increase.

The company was also allowed to make expenditures prior to making installment payments into the hands of the trustee provided for certified receipts as to actual work done or money expended for material to be taken in lieu of such cash payments. About 11,000 acres, known as list No. 29, also was practically allowed to remain under the old 1907 contract of the company.

The company made a proposition to secure \$150,000 in 30 days to complete the North Canal to intersect with the Pilot Butte canal, the company to furnish a sworn statement of work completed each month. The company will give a \$25,000 bond to insure the construction of the main Pilot Butte canal, the Desert Land Board to turn over the cash in the guarantee fund, together with all notes of the company in its possession, to the trustee, as further provided in the proposed agreement.

The Desert Land Board under the proposition was also to open 18,000 acres of land under the



Photos of Taft and Nagel by American Press Association. Mme. Curie, the famous French scientist and recipient of the Nobel prize for chemistry, was stricken with appendicitis. President Taft declared that he was in the fight for the presidential nomination "to the death." Congressman Lafferty of Oregon introduced a bill in the house urging nation wide woman's suffrage. Rear Admiral Robley D. Evans, the hero of many engagements and known the world over as "Fighting Bob," died suddenly of indigestion. Judge Swayze of New Jersey was named as a possible successor to the late Justice Harlan of the supreme court, and Charles Nagel was also considered by Taft for the position. Chinese children in many American cities acknowledged the new republic of China by saluting the flag.

News Snapshots Of the Week