

Crook County Journal

COUNTY OFFICIAL PAPER FOR CROOK COUNTY

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COUNTY OFFICIAL PAPER, \$1.50 YEAR

PRINEVILLE, CROOK COUNTY, OREGON, THURSDAY, OCT. 23, 1913.

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

VOL. XVII—NO. 48

World-Famous Good Roads Man Visits Prineville

Samuel Hill and Party Viewing Out an Automobile Road to Connect with the Washington-California Roads

—They Found a Good One—Biggs to Prineville and then Lakeview.

Samuel Hill, the world-famous good roads man of Maryhill, Washington, accompanied by Messrs. Lockley and Johnson of the Portland Journal, were in Prineville Monday night. These gentlemen have just completed a tour through Central Oregon for the purpose of viewing out an automobile road which will connect with roads in California and Washington that will give an all-the-year road for auto tourists from Southern California to the Canadian line.

They were glad to report that they had been successful. The proposed road starts at Biggs, coming up through Wasco and along the backbone of the divide between the Deschutes and the John Day rivers to Shaniko, down Antelope canyon, through Trout creek and Haycreek, up Mud Springs canyon to Lamonta, thus avoiding Grizzly mountain to Prineville, thence south past Millican over the desert to Lakeview.

No part of this proposed road will have over a 5 per cent grade and can be built at a less expense than any through route in any other part of the state. Roads already exist along this route which can be put in shape for use at a very little expense until such a time as a permanent road can be built. The object is to make this an Interstate highway and have it built under the supervision of the Oregon Highway Commission. Connection can be had temporarily by ferry with the Washington road and eventually it is the plan to bridge the Columbia from Biggs to Columbus. At Biggs also this road will connect with the road which is being built up the Columbia from Portland.

Mr. Hill has made a study of the air currents along the Pacific coast and has demonstrated to his own satisfaction that the rather equitable climate of the region directly east of the Cascades is due to the air currents from the ocean which reach us through three breaks in that mountain chain, the one to the north being through the canyon of the Fraser river in Canada, the next being through the Columbia river canyon and the one to the south being through the canyon of the Klamath river. These air currents spread out gradually to the north and south without meeting

with any sudden cold such as the currents do which strike against the high mountain tops. Since precipitation of snow and rain is caused by the sudden cooling of the warm air currents the mountainous regions have longer winter seasons and the auto route from the Willamette valley to California over the Siakyoys is impassable from early fall until May, while along the route proposed snow would be encountered only about three months in the year.

In his remarks Mr. Hill enumerated some of the benefits which would accrue to the towns situated along this road. He estimates that during a year thirty thousand tourist autos would travel over this road, carrying an average load of five passengers. Figuring the average expenditure of each passenger per day to be \$4, one can get something of an idea of the amount of money that would be distributed by tourists along this route during the year. Tourists as a class are well-to-do people. If one of them should see a piece of land in his travels which appealed to him, he has the money with which to buy and it is not unreasonable to expect that many will actually stop long enough to invest in real estate. This road will pay for itself every year.

Mr. Hill is the president of the Good Roads Association of North America which holds a meeting in Philadelphia next December and he promised the business men of Prineville that if they would see that the rocks and stumps were cleared from the existing roads between here and the county line south, he would see that Prineville was put on the North America Good Roads map, the people of Lake county already having promised to take care of their end of the road.

There is a determined movement for the building of a permanent all-year-round road between Southern California and Canada over the shortest route possible with easy grades and Prineville is particularly favored by nature in being situated on this route and it is "up to us" to do all that we can to help in this movement.

As an evidence that he is in earnest in this work, Mr. Hill has had made a survey of the road from Biggs to Wasco at an actual cost to himself of \$2500 and has presented

this survey to the state of Oregon that it might be used as an example of the way in which a permanent good road should be laid out. This road as surveyed would make the climb up from Biggs without exceeding at any place a 5 per cent grade.

This trip of Mr. Hill and his party through Washington and Oregon is costing them nearly \$1000

and they are not asking that the people who will be benefited by their efforts should reimburse them one cent. That the Portland Journal and Mr. Hill think enough of this movement to make this expenditure is a striking example that the people of Prineville should contribute enough to clear the rocks from our present roads. This the business men have determined to do.

Everybody Going to the Redmond Fair Tomorrow

There was an enthusiastic meeting at the sheriff's office last evening to complete details for Prineville Day, Friday, October 24, at the Redmond Potato Show.

President Williamson of the Crook County Fair Association and Mayor Clifton got their heads together and drew up a list of the available cars. There were forty that could be depended upon if the weather permitted and others to be heard from.

Secretary Cadle of the Fair Association has had two hundred badges printed for the occasion but from the way things look there will not be half enough to go around. Get a badge from him or inquire at

Hotel Prineville. It is desired that all from Prineville wear one.

The cars will meet at the corner of Main and Third at 9 o'clock and take the river road for Redmond. Sheriff Elkins will carry special repair tools for use in case of breakdown or puncture.

Mr. Williamson and Mayor Clifton, who have charge of the matter, urge everybody who can possibly get away to enjoy the day at the Hub City. The Prineville garages will provide for those who do not own cars. Besides there will be the regular passenger autos between Prineville and Redmond. Take a day off and enjoy yourself.

Summary of Assessment Roll for Crook County, Oregon, 1913

	NUMBER	VALUE
Acres of tillable land	257,276	\$ 1,865,468
Acres of non-tillable land	1,331,033	4,894,897
Improvements on deeded or patented lands		354,972
Town and city lots		1,066,225
Improvements on town and city lots		327,975
Improvements on lands not deeded or patented		101,545
Stationary engines and manufacturing machinery		87,920
Merchandise and stock in trade		232,320
Farm implements, wagons, carriages, etc.		139,500
Electric lines (not including plants)		12,550
Money, notes and accounts		227,505
Shares of stock		153,135
Hotel and office furniture		11,005
Horses and mules		11,005
Cattle	11,985	333,765
Swine	20,648	425,310
Sheep	101,996	203,993
Dogs	4,015	16,294
Bee Hives	92	1,230
	304	548
Total		\$10,316,157

NOTE—The above does not include property of public service corporations

According to a summary of the 1913 assessment roll the acreage of tillable land in Crook county has nearly doubled in the last year. In 1912 the number of acres reported was 131,557. In 1913 the tillable acreage jumped to 257,276, with a like increase in value. Last year the value was placed at \$930,986. This year it is \$1,865,468. Going some.

The value of city lots in the

county has jumped from \$683,837 in 1912 to over a million in 1913.

Horses, mules, cattle, sheep, swine and bees show an increase over 1912, but not half as much as they should.

The total assessed valuation of the county shows an increase of over a million and a quarter. The figures are: Total valuation for 1912, \$9,001,677; total valuation for 1913, \$10,316,157.

Thos. Sharp jr. Had Close Call.

Thomas Sharp Jr. came within an inch of having his lights knocked out Tuesday afternoon by a runaway team on the McCall ranch.

While Mr. Sharp was visiting at the ranch a team hitched to a hay wagon started to run away. Mr. Sharp threw himself in front of the

horses but at the same instant stepped into a badger hole. This threw him to the ground where he was kicked by one of the horses. One of the wagon wheels ran across his back and another ran over his leg and thigh. Dr. Rosenberg was summoned and the injured man was made as comfortable as possible.

Ten Per Cent Grade Across the Cascades

The Eugene Register Tells About the Development of the McKenzie Wagon Road—A Macadam Highway from Eugene to Sisters will be Ready for Next Summer.

Developments in the McKenzie river road project recently made possible the completion of this highway by next summer, a year ahead of time.

Announcement was made by the Forestry department of a special appropriation of \$1500 made for the blasting of the rock point on the \$10,000 unfinished road formerly undertaken by the Oregon Power company at the site of its proposed power plant near Vida.

From Eastern Oregon came the announcement that the forestry department will donate dollar for dollar any sum that Crook county does for the reconstruction of the eastern end of the McKenzie highway, to the extent of \$4,000, and with it the assurance from Crook county that the entire sum will be raised, making \$8,000 available.

From Portland, Clyde Seitz, Cascade forest supervisor, and Walter Griffin returned with \$2,000 donated by Portland people to be expended between Watterville and Blue river, and they will return this week to collect \$1,000 more that has been promised.

The McKenzie Road Builders' club yesterday phoned that it has doubled its subscription to the Watterville road fund, bringing that fund, raised in Springfield, Eugene and Watterville to \$4,100.

Lastly, is the announcement of a plan to grade and roll seven miles of the road between the Hendricks' Bridge on the McKenzie to the end of the macadam beyond Springfield.

Yesterday's developments mean that between now and next spring \$25,000 will be expended upon the McKenzie road between Eugene and Sisters to build a graded macadam road. This sum includes the \$3,000 from Portland; the \$4,000 of the Watterville fund already raised of which \$2,100 is from Eugene, \$600 from Watterville, \$600 from Springfield and \$300 from the Upper McKenzie river; the \$1,400 more which is expected to be added to the Watterville road fund within the next few weeks; the \$1,500 forest service money to be spent in blasting out the new road past the power site; the \$6,200 now being spent by

the forestry department on the summit; and the \$8,000 promised jointly by the forestry service and Crook county to reduce the grades on the east side of the summit.

"By next June automobiles can cross the Cascade mountains on high gear," declared Clyde Seitz, government forester, who has been behind the government project of building the McKenzie road, qualifying his statement with a proviso that snow on the summit in June might prevent it.

"By June 1 every grade on both sides of the mountain will be less than 10 per cent. I am in a position to announce today that the forestry service has offered to donate up to \$4,000 for every dollar that Crook county will spend for the removal of the steep sandy grades on the east side. Crook county will cover every cent of this.

"I received assurances yesterday that the forestry service will make a special appropriation from operating funds to cut the rock at the power site, which will complete the \$10,000 road started by the Oregon Power company. Work will commence on this November 1, and will be rushed. At present we are waiting for Mr. Jennings to turn the right of way over to the county.

"Mr. Griffin and I were very successful in raising money in Portland last week. We have raised \$2,000 there already, and will go back this week for \$1,000 more. This money will be expended between Watterville and Blue River.

"When I returned from Portland I was told that the McKenzie Road Builders' club has offered to double its subscription. This brings the Watterville road fund to a total of \$4,100. We will continue our subscription work and add \$1,400 more to this.

"We have already finished work on Dead Horse Hill—this hill no longer exists, and by spring our 10 per cent grade will be brought all the way to McKenzie Bridge. We have completed 1,500 feet of the Watterville road, and have half a mile more ready for the roller. The roller was broken last week, and

Continued on last page.

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