

HISTORY OF PRINEVILLE AND VICINITY

(By Ruth Adamson)

The history of Prineville, county seat of Crook county, Oregon, extends back a half-century, when Mr. and Mrs. Barney Prine came to the Ochoco valley in 1868, and built their home near the present site of the Commercial Club building. Here Mr. Prine immediately erected a building of willow logs, which included the home of the Prines, and also a store, saloon, hotel and blacksmith shop, all of which were conducted by them. This initial building was the nucleus and commencement of our city, which was named after its sturdy and persevering founders.

The founders of the city were soon followed by the Hodges, Galliford, Vanderpool, and Allen families, and W. G. Pickett, who built their homes in the newly-founded frontier town.

The present site of Prineville was then covered with a heavy overgrowth of willows and tall wild grasses. Its location was indeed a spot in the wilderness between the junction of Crooked river and the creek, Ochoco, which is an Indian word (pronounced O-chee-co) and meaning 'willow.'

Owing to natural resources, the cattle and sheep industries were favorably adapted to this section, thus making Prineville the center of a large pastoral territory. Someone has called Prineville "the treasure house of a vast pastoral empire."

It was a typical frontier town of the west, for within its bounds were enacted many thrilling dramas, characteristic of western life in pioneer days. It then held undisputed control over the largest territory in the United States not traversed by a railroad. The stage coach and freight wagon then enjoyed unlimited popularity, for they were the principal vehicles of transportation. The nearest railroad center in those days was The Dalles, one hundred and twenty miles distant, which remained as such until 1900 when the Columbia Southern Railway was extended to Shaniko, and the distance was reduced to sixty miles.

The growth of Prineville was rapid and the passing years witnessed a prosperous and thriving little town with a bright outlook for the future.

However, the duration of its growth, disastrous fires in the years 1883-1884, destroyed such valuable property, but did not daunt the hearts of those who had sustained heavy losses. New buildings soon replaced the ones which had been destroyed and progress continued.

Prineville was incorporated as a town October 23, 1880, by a special charter granted by the Oregon Legislature and an amended charter was granted February 14, 1887. The Prineville city council convened for the first time December 22, 1880, with Ellaha Barnes as chairman and the following members: E. E. Whitaker, Alexander Hodges, J. Wilson, and D. Richards. The town was incorporated as a city February 16, 1899, by an amended charter, and during the same year was reincorporated as a city with a mayor and six councilmen.

In 1900, the population was about 1,000. Many improvements had been introduced, among which was telephone communication with the outside world.

In reviewing its history, Prineville first stood as a small frontier town in the southern part of Wasco county, one hundred and twenty miles from The Dalles, the county seat. In 1882 Crook county was created from the southern portion of Wasco county and Prineville was chosen as the county seat. At this point it is altogether fitting and proper that mention be made of Hon. B. F. Nichols, then a member of the state legislature from Wasco county, who was instrumental in bringing about this separation. Although Crook county has since been reduced in size from the formation of Jefferson county in 1914, and by the creation of Deschutes county in 1916, Prineville remains as the county seat.

The future outlook for Prineville has been promising, but to day it waits at the gates of a new era of development, which promises to be the greatest ever known in its history.

Hereford cow, Clive Iris, went for \$12,850 to Mr. Pickering as a mate for Ardmore. Harris & Sons, of Harris, Missouri, sold King Repeater, a Hereford bull, for \$12,000 in June. We are all familiar with the sale of the Holstein bull calf last year for \$52,000, but the top seems to have been reached in the sale of Carnation King Sylvia, a six months old Holstein bull calf of Carnation farms for \$105,000. In the horse circles the phenomenal sale of the past year was the price of \$47,500 paid by C. G. Good for the Belgium Stallion Farceur.

These prices reflect the upward trend of the pure bred livestock industry. The demand far exceeds the supply, and after the war it will be even greater.

The small beginners in the industry are financially unable to pay anything like the prices mentioned above. However, as Mr. Saunders of the Breeders' Gazette states, "There is less 'blue-sky' to be bought in the pedigree stock industry than in many another avenue of investment. An examination of war-inflated values which run through the commodities will serve to show that in the main, the prices of beef cattle are yet safely grounded."

What has all this to do with Central Oregon and Crook county? Mainly this, we have one of the greatest natural stock-breeding sections in the state. We have several excellent pure-bred herds now established. We have room for fifty more such breeders, yes, a hundred more. We now have a railroad into Prineville so that the exhibiting of pure-bred stock will be made much easier and will result in advertising our country as the home of the best. We have the Central Oregon Pure-Bred Livestock Association formed for the purpose of encouraging and extending the pure-bred livestock industry, establishing our country as a recognized breeding center where range men will come for desirable herd sires, and creating better trade opportunities. All we need is a little fuller realization of the present opportunities in the pure-bred livestock business, and a little closer cooperation amongst ourselves as breeders. Our local pure bred Association merits the hearty support of every breeder, such as the Union county breeders have given their Association which has resulted in making Union county one of the best known livestock counties of the state.

— W. S. S. —

USE OF METAL IN IRRIGATION CONSTRUCTION

The growing use of Armcro Iron pipe and flume in irrigation work is interesting to the bond holders of every district because it is now admitted that this must be considered the highest type of irrigation engineering. Its use applies equally well to the farmer and to the greater problems of main distribution. Some interesting points in this connection are brought out by John S. Beall, president of the Coast Culvert & Flume Co., of Portland, manufacturers of flume and pipe and irrigation specialties made of Armcro rust-proof pipe.

Many of the latest works have adopted this type and those interested have had an opportunity to review the results. Says Mr. Beall:

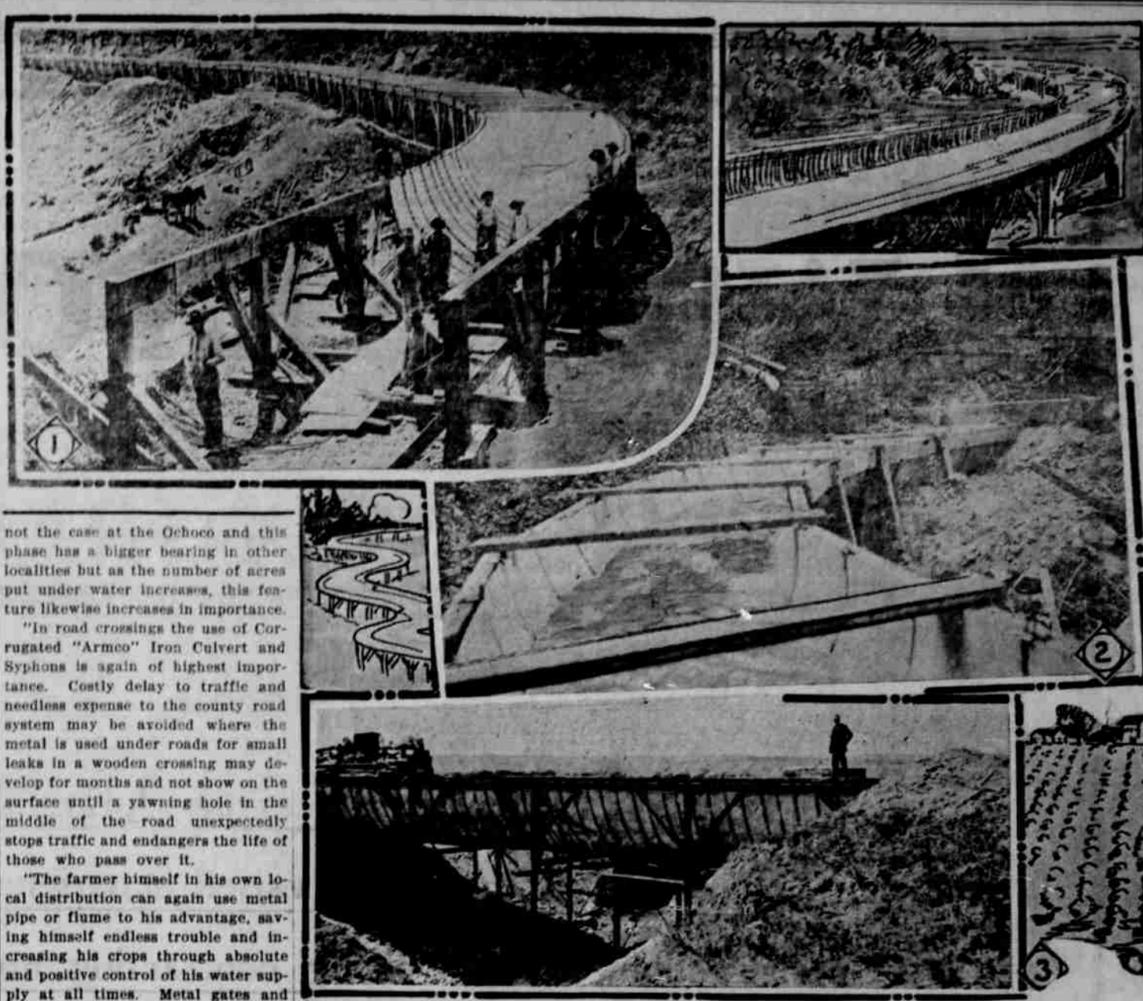
"We have at all times maintained that investment in metal for conduction of water both in the open and under ground, is an investment that breeds satisfaction as the years go on and it is certain from facts and figures compiled for bond investors that in the eyes of the investing public there is no refuting the arguments in favor of the type of work which we have furnished to many projects.

"I base our claims on the experience of districts which have installed a good proportion of Armcro Iron conduit.

"There is little doubt from the experience of many that while the initial cost may be less for wood than for iron, the upkeep of a wooden flume and wooden distribution system exceeds the first cost in less than ten years and this is the feature that a district which attempts to bond itself invariably finds a consideration when dealing with bond investors.

"In many cases the life of a wooden system is often ended before the bonds mature. It is certain that in no case is the life of an Armcro Iron system less than the life of the bonds and the average is much higher.

"There is another very important feature—the loss of water through leaky flumes, something that can never occur where metal is used to distribute the water. Water in any project costs money. It is the desired object of all the money spent on the project. In cases where leaks have started it has been shown that a 25 per cent. water loss occurs between the reservoir and the farmer's acre, a loss entirely too high, especially in such years as this when the potential supply of water is in many cases very low. Fortunately, this is



"Armcro" Metal Irrigation Structures

not the case at the Ochoco and this phase has a bigger bearing in other localities but as the number of acres put under water increases, this feature likewise increases in importance.

"In road crossings the use of Corrugated "Armcro" Iron Culvert and Syphons is again of highest importance. Costly delay to traffic and needless expense to the county road system may be avoided where the metal is used under roads for small leaks in a wooden crossing may develop for months and not show on the surface until a yawning hole in the middle of the road unexpectedly stops traffic and endangers the life of those who pass over it.

"The farmer himself in his own local distribution can again use metal pipe or flume to his advantage, saving himself endless trouble and increasing his crops through absolute and positive control of his water supply at all times. Metal gates and measuring devices, with the special gates that we can furnish bring the water distribution to an exact science impossible in other methods.

"The farmer is again confronted with the same problem of leaks that attacks the larger laterals and feeders. Leaks in his system may grow unnoticed and during the night do untold damage. Investment in metal at the outset is insurance against many evils and immediately enhances the value of his farm out of all proportion to the small additional amount that it takes to distribute water through metal pipe or flume.

Mr. Beall stated that the selection of the metal for such work is a step of as much importance as the first decision to use metal in this work.

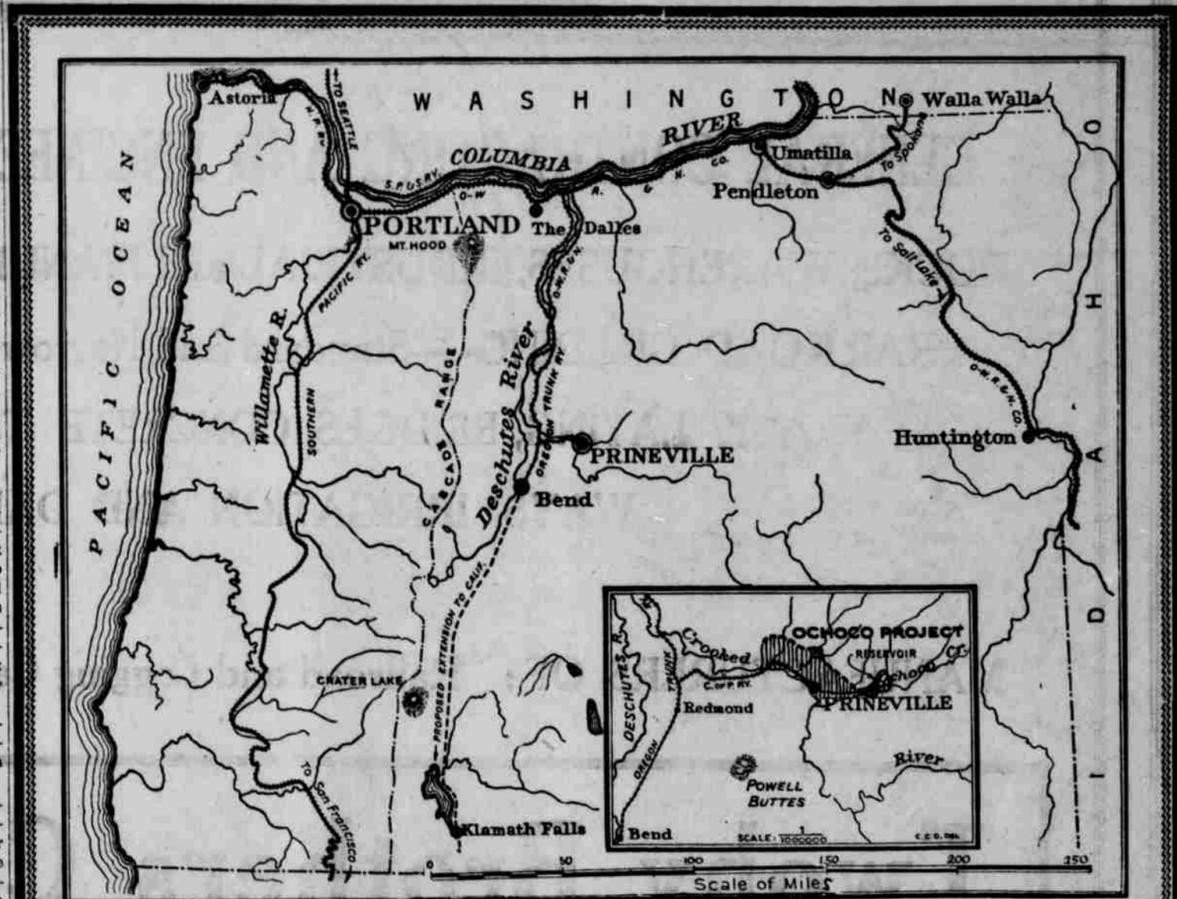
"Armcro" Iron is a special open hearth product that is pure iron. That means that in its refining every trace of impurity is driven from the metal in such a manner that the sheets that are rolled from it are impervious to rust. Rust is a process of cutting in between the hard, pure crystals of iron, through the impurities until the destruction of the

metal is complete. Rust has but little if any effect an Armcro Ingot Iron because the whole metal is so pure that it is impossible for the disintegration to make a start. It is, therefore the logical product to use in such irrigation work and is the one product which will give satisfaction year after year without attention.

The Coast Culvert & Flume Co., at its Portland factory, manufactures all these irrigation specialties and has an interesting book for irriga-

tionists, filled with useful hints in water distribution methods on a modern farm. It will be sent free to any who send their address to this company.

They specialize on Lennan Metal Flume, Riveted, Lock-Seam, and welded Pipe of all sizes, Corrugated Culverts, Syphons, Irrigation and drainage Gates, Automatic Measuring Devices, Water, Oil and Gasoline Tanks, Metal Grain Bins, Water and Feed Troughs, and all Metal Specialties.



THE OCHOCO REALTY COMPANY FIRST ON THE GROUND

WE have secured options on the available parcels for sale in this District. We have good buys for every man—the small investor as well as the big operator. If you want in on this good thing in any amount from a town lot to a township, do not fail to call at our offices, or write for a complete list of our properties. We will be glad to show them at any time. Our firm is fortunate in having at its head a native son who knows conditions and values in this section, and which knowledge we can put at your disposal in the selection of a home or an investment.

The Ochoco Realty Company of Prineville

OFFICE WITH CROOK CO. JOURNAL

WE SELL THE EARTH From a lot to a township

A WORD ABOUT PURE BRED STOCK

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Prices of \$5,000 may be said to be fairly common. It is in the Hereford and Holstein breeds where the sky was the limit as regards prices.

The highest price ever paid for a beef bull was paid by W. A. Pickering at Kansas City, for the Hereford bull, Ardmore. At the world's record-breaking sale held by Col. Taylor at Frankfort, Kentucky, 62 Herefords brought \$186,850, or an average of \$3,013. At the same sale the