

THE CITY OF PRINEVILLE RAILWAY

For many years in the first period of Prineville's history, the only public transportation system connecting Prineville with the nearest railroad point was by stage coach. The Dalles was the nearest point, 140 miles from Prineville. The coaches were of the thorough-brace type, drawn by from four to eight horses, and the trip lasted from 36 to 72 hours, depending on the condition of the roads and the luck encountered on the way.

Until the year 1899 The Dalles was the nearest railroad outlet for Central Oregon. In that year a railroad was constructed to Shaniko, connecting with the main line of the O. W. R. R. & N. Co. at Biggs, Ore. Shaniko is only 64 miles from Prineville. The stage journey to rail connection was thus shortened by one-half. When this change occurred it was considered almost as good as actual railroad connection.

In 1911 two railroads, The Oregon Trunk and the Deschutes Railroads were constructed up the Deschutes River canyon to Madras, 34 miles from Prineville. Madras then became Prineville's railroad outlet. Auto stages having been inaugurated a few years previously, a 90-minute ride would take the Prineville traveller to one of the Madras depots. In the following year the two roads mentioned were extended to Redmond and on to Bend. Redmond then became the Prineville shipping point, being only 18.3 miles distant.

Numerous flurries of railroad excitement from time to time stirred the citizens of Prineville during all these years. The first being a rumor that the Corvallis & Eastern was building east across the Cascades to Prineville. This was in the late '80s, and a survey was actually made from its Willamette Valley terminus to Sisters, situated on the east slope of the Cascades. Owing to financial difficulties, nothing further was accomplished on this road.

After the completion of the two roads up the Deschutes canyon,

Prineville was twice approached by promoters with the project of constructing a railroad connecting this city with Metolius on the main lines. Both projects were received with enthusiasm, and our citizens showed their willingness to give financial aid. Our more conservative citizens, upon investigation, discovered that one project was purely a promotion scheme, proper financial backing being lacking and public interest in this project quickly waned. The second promoter seemed more powerful financially and our citizens organized a railroad association for the purpose of raising funds for right of way and assisting in the construction of the road. T. M. Baldwin, now deceased, was elected president of the association, assessments were levied and a greater part of the right of way was actually purchased. It appeared that Prineville was at last to have rail connection with the outer world. This hope, however, was blasted when the promoter quietly disappeared, not, however, having profited at the expense of our citizens. Through the good judgment of the association's president, the funds and deeds to the right of way were kept in the name of the association.

After this fiasco, hope of rail connection for Prineville seemed destined to oblivion. No substantial railroad interests seemed attracted to this field, and it appeared that Prineville must be content with being an isolated interior town.

This idea was so abhorrent that in November, 1916, the city council determined to take the initiative, and resolved that it was the purpose of the city government to construct a railroad connecting Prineville with the main lines at some point between Redmond and Terrebonne. An election was ordered for the purpose of bonding the city for \$100,000 for the construction of this road. The election was held and the bonds carried with only one dissenting vote.

After the preliminary arrange-

ments were completed construction was begun in February, 1917, under the supervision of the Mayor, D. F. Stewart, and City Engineer H. A. Kelley, who had immediate charge of the work.

Before the time that this \$100,000 was expended, prices of labor and of material had advanced enormously owing to the World War, and it became evident that another bond election would be necessary. This was held and met with the same enthusiastic support of the citizens as had the first one. Prices kept soaring, more money was needed, and in all four bonds issues amounting to \$385,000, were authorized by the people of Prineville for the construction of this road. The citizens of Prineville had set their minds upon the completion of the road and it had to be done.

As the road neared completion the subject of future management and operation came up for consideration. The city was fortunate in having a council composed of far-sighted individuals. It was evident that the management of such an enterprise must necessarily be placed in charge of a permanent group whose personnel would not be changed with each political upheaval in the city government. It was decided that this group should be composed of three members and should be known as the City of Prineville Railway Commission, the tenure of office to be permanent unless ended by resignation, death or removal for cause. As members of this commission, the council appointed the following: T. M. Baldwin, president of the First National bank; E. J. Wilson, cashier of the Crook County bank, and Dr. Charles S. Edwards. Upon organization this commission resolved itself into the following positions: E. J. Wilson, manager; T. M. Baldwin, treasurer, and Charles S. Edwards, secretary. The city was fortunate in having the services of E. J. Wilson on this commission, he having had many years experience in the auditing and operating depart-

ments of several of this country's large railroads.

Owing to the death of T. M. Baldwin January 19, 1919, the city suffered the loss of his valuable assistance and judgment on this commission. Paul G. Garrison, resident representative of the Rogers Lumber company, was appointed to fill the vacancy in the commission and has proved a very useful member thereof. Upon his appointment the commission organized in the following capacities: E. J. Wilson, manager; Charles S. Edwards, treasurer, and P. C. Garrison, secretary, which organization has remained permanent.

As the road neared completion it became evident that, owing to constantly increasing costs and the patriotic demands of the American government for financial aid from all its citizens to finance the unparalleled expense of properly performing its duty in the World War, the funds available for the road would be inadequate. The road bed was finished, rolling stock purchased, buildings two-thirds done and the rails were laid in a temporary manner throughout the entire length, but there remained the levelling and surfacing of the track, completion of the buildings and many other details incident to the completion of so great an undertaking. However, the work had reached such a stage that trains could be run over the road with safety. It was therefore decided that no further effort be expended on the part of the city in its completion and that the further operation and management be surrendered to the Railway Commission with the expectation that the work of completion be done by the commission and paid for by them out of the earnings of the road as they accrued.

As funds thus became available the buildings were completed, the depot grounds were filled and levelled, platforms built, stock yards constructed, the track levelled and ballasted and the entire plant brought to a high state of efficiency.

Among the problems which confronted the commission was the institution of a system of accounting, formulating tariffs and arranging for freight and passenger interchange with the main lines. Through tickets and through billing is now possible from Prineville to any point in the United States west of the Mississippi river, thus avoiding irritating delay at the Junction.

The first freight received on this road was in August, 1918, during the construction period, and consisted of a carload of farm machinery consigned to Guy Lafollette and was delivered at Wilton, a station five miles west of Prineville.

The City of Prineville railway is 18.3 miles in length and connects with the main lines of the Oregon Trunk railway and the Deschutes railway at Prineville Junction, two and one-half miles north of Redmond, and has ample trackage at both terminals for all present needs. Its rolling stock consists of one locomotive, two passenger coaches, a gas motor driven passenger car and a trailer for the same. The freight cars are obtained from the main lines as needed. The rails are rented from the main lines. The cost of the road, including the amount expended by the commission in its completion, is approximately \$400,000.

In 1919 the gross earnings of the road were \$33,650.33; 8504 passengers and 11,536 tons of freight were carried. The cost of operation in that year was \$23,305.90.

In 1920 the gross earnings were \$48,329, 15,405 passengers and 14,209 tons of freight were carried. The cost of operation in the year being \$37,877.99. In the cost of operation last mentioned is included \$2000 in fuel for the locomotive carried over to 1921.

Regular train service was instituted April 10, 1919, and the commission assumed complete charge of the completion and operation of the road April 28, 1919. Since which time Prineville has enjoyed the ad-

vantage of six trains daily, making connection with all trains on the main lines. Its train service is not excelled by any privately owned branch road in the United States.

The City of Prineville railway is a most striking evidence of the progressiveness and determination of Prineville's citizens, and they justly give honor to the men who were instrumental in its conception and successful completion.

Race of Red-Heads.

The possibility of red-headed people being "a separate race" was mentioned at a recent meeting of the Royal Anthropological Institute in London. According to F. G. Parsons, the average number of red-headed people is, roughly, four in each 100, and it is quite an aristocratic color. In London 5.1 per cent of the upper classes have red hair, as compared with 4.3 per cent in the lower classes. There is, says Prof. Parsons, an abnormal amount of red hair among the beauties of the southwest of Ireland.

Quality of Foods.

Hard foods are a necessary part of a hygienic diet. The teeth need exercise, it must be remembered. Therefore, one way of keeping teeth in good condition is to eat hard foods, such as breadcrusts, toast, hard fruits, nuts and fibrous vegetables. Hard food causes the saliva and gastric juice to flow. If in addition to being hard the food is dry, the greater the flow of the saliva and gastric juice.

Burying the Hatchet.

To bury the hatchet means to let bygones be bygones. The phrase originated among the North American Indians, who were commanded by the "Great Spirit," when they smoked their calumet or peace pipe, to bury their hatchets, scalping knives, and war clubs in the ground, so that all hostile thoughts might disappear. It was well-known that the presence of war weapons leads to war at times.

A Lene Star Sign of the Times.

It has just about gotten so in this country that when a married woman has candy that a sign she bought it herself.—Dallas News

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