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**EGGIMANN'S**  
"Say It With A Brick"

**THE CROOKED RIVER OIL INDICATIONS**

From time to time, in late years, rumors of the finding of indications of oil in the Crooked river country, in Eastern Oregon, have appeared in the papers, and have awakened a passing interest outside of that region. But so many rumors of that kind arise here and there, that people a little distance away soon dismiss them from their minds, especially if they come from a region where there are no producing wells. But now these eastern Oregon oil reports are taking shape, and there seems to good reason to believe that a new oil field is about to be opened in that country.

The first discoveries were made by a man named Bertrandis, in the neighborhood of Post, which is situated on Crooked river, the principal tributary of the Deschutes. This point is about 40 miles southeast of Prineville. Mr. Bertrandis appears to have made a considerable study of geology, especially with reference to practical results, and to have been familiar with the conditions in the California oil fields. After he had carried his investigations to a point where he was satisfied that the indi-

cations were promising enough to warrant a more thorough prospecting, he interested a number of Los Angeles capitalists, who formed a company to prosecute the search for oil. Before they openly showed their purpose, they secured leases on a great amount of land in the region where they believed the oil field to lie—about 200,000 acres, it is said.

The oil indications which are leading men on to this pursuit are said to stretch away in a broad belt for a hundred miles or so to the eastward. Prospecting has been going on in the region of the original discoveries for about three and a half years. Drills have been made to a depth of as much as 400 feet, Mr. Bertrandis put a great deal of money into his research. The prospecting company has put in a great deal more. Perhaps he and they have reached their limit. This company has transferred its interests to another Southern California company, which is undertaking to put down a number of wells which are expected to be producing wells. The limit of the time within which their contracts require them to commence operations is close at hand. They have ordered their machinery, and it is expected that several wells will be put down this fall.

**THINLY DISGUISED U. P. PROPAGANDA**

Out of the great mass of literature coming to this office, bearing on the separation of the Central Pacific from the Southern Pacific, we have observed two notable examples of what appeared on the surface to be the fair setting forth of some sectional or class interest in no way attached to either of the contending railroad interests; but the merest scratch below the surface revealed a propaganda wholly in the interest of the Union Pacific.

One of these was a broadcast communication from the "Peninsula Bureau of Chambers of Commerce, Rialto Bldg., San Francisco." After a few minutes examination, it was marked, "what is this bureau?" and laid aside for reference. It appears to have been intended for circulation chiefly or entirely outside of the region of San Francisco. The first impression that would be likely to be received by a reader unfamiliar with local conditions would be that here was a commercial body of broader scope than a mere San Francisco affair, and so entitled to greater credit. One of the first things in a prefatory note to its general statement was an attack on the San Francisco Chamber of Commerce for a declaration which it had made in favor of the retention of the Central Pacific by the Southern Pacific. The president of the San Francisco Chamber of Commerce has challenged this concern to show what its standing is, where it came from and whom it represents. It does not appear in any sense to represent any of the cities about the bay.

Another example is a "Central Oregon Development League," which sprang into existence after this controversy arose, and seems to have no "development" mission outside of it. We will let the Salem Capitol Journal deal with it. The following extracts embody about half of an editorial in that paper, of the date of Aug. 2, under the caption of "Chasing a Mirage:"

"Representatives of the Central Oregon Development league have invaded western Oregon pleading for the unmerging of the Southern and Central Pacific, as the only possible way in which a railroad will be insured central Oregon.

"The people of central Oregon are being used as catspaws to pull Union Pacific chestnuts out of the fire. They are following a mirage of new railroads built out of hot air, like other mirages. The Union Pacific has made no promises of constructing a line across central Oregon, but merely sought to convey the impression that a line would not be built unless it secured the Central Pacific and if business justifies it might be then.

"There is more tonnage in sight for a railroad through central Oregon today than there was for the Great Northern when it was built through Washington, and if any railroad should start building across central Oregon the Union Pacific would build as frenziedly as it did when Hill started to build up the Deschutes, where the Union Pacific had always claimed there was no traffic in sight.

"The dog in the manger policy of the Union Pacific which now seeks destruction of the Southern Pacific, was exemplified along the Deschutes where a parallel railroad was constructed for no other purpose than to ruin the projected Hill line, for it was apparent that a new country could not support two railroads. The Hill line was entitled to the business it developed, and which the Union Pacific had for years refused to develop. Just as it today refuses to develop central Oregon. But its policy has always been to rule, or ruin any other line that invades its territory or whose

territory it can invade without expense.

"The Hill, Deschutes line contemplated a terminal at Medford with an eventual extension to the seacoast at Crescent City harbor. At the western end construction was begun at Medford and the Pacific and Eastern built to Datto Falls. But the Union Pacific forced Hill into a common user arrangement at Bend, imposing conditions that prevented any extension of the line and the abandonment of the railroad to Medford, thus effectually blocking railroad construction in central and southern Oregon.

"As to central Oregon's not being able to furnish tonnage to support a railroad, the government reports show over 23 billions feet of merchantable timber in Deschutes, Crook and Harney counties, which cut at the rate of only a billion feet a year would pay over 3 percent on the investment which with the livestock, grain and wool and other products would give a much greater earning power than some of the Union Pacific's lines across southern Idaho. Why should the central Oregon Development league second the Union Pacific's assertion that no tonnage exists in their country? If the Union Pacific was a developer instead of an exploiter, it would have long ago built westward across the state."

**NOT SO VERY BIG**

Some Associated Press agent recently reported a certain astronomer as having discovered a pair of new stars, revolving around each other—a binary system. He reports the larger of the twin stars as 75 times the bulk of our sun, and adds that it is five times as large as any star previously discovered, and calls this the biggest astronomical find of modern times.

This reporter is probably not

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accustomed to dealing with the big figures which astronomers commonly employ in such cases. Fifteen times the bulk of the sun, when reduced to diameters would be too modest a figure to make such a fuss over; hardly worth reporting in the daily papers, right in the height of the baseball season, and so many juicy scandals going too.

That new star which somebody was reported to have discovered a few months ago, was it not said to be a thousand times the diameter of our sun? Not a thousand times the bulk but a thousand diameters! That was giving us something worth while.

**\$10.00 REWARD**


By order of the Board of Directors, School District No. 19, a warrant for ten dollars (\$10.00) is hereby offered to any person or persons for information leading to the arrest and conviction of any party or parties who have damaged grounds or buildings, or any school property in this district.

J. J. BRYAN, Chairman.  
J. W. COFFIN, Clerk.

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