



# The Meadowlark

Quarterly Newsletter



Crook County Historical Society  
246 North Main Street  
Prineville, Oregon 97754

May 26, 2017  
E-mail [bowmuse@netscape.net](mailto:bowmuse@netscape.net)  
[www.bowmanmuseum.org](http://www.bowmanmuseum.org)

Quarterly meeting  
Sunday June 4, 2017  
Crook County History Center 1:00 P.M.

The Spring quarterly meeting for the Crook County Historical Society will be held at the **Crook County History Center** on Sunday June 4, 2017. The meeting will begin with a potluck dinner at 1:00 P.M. Please bring your own place setting. All members and the general public are welcome to attend. Members please bring a guest.

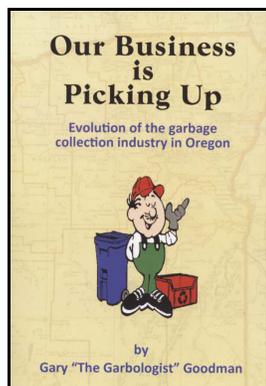
## FEATURED PROGRAM

### *Our Business Is Picking Up*

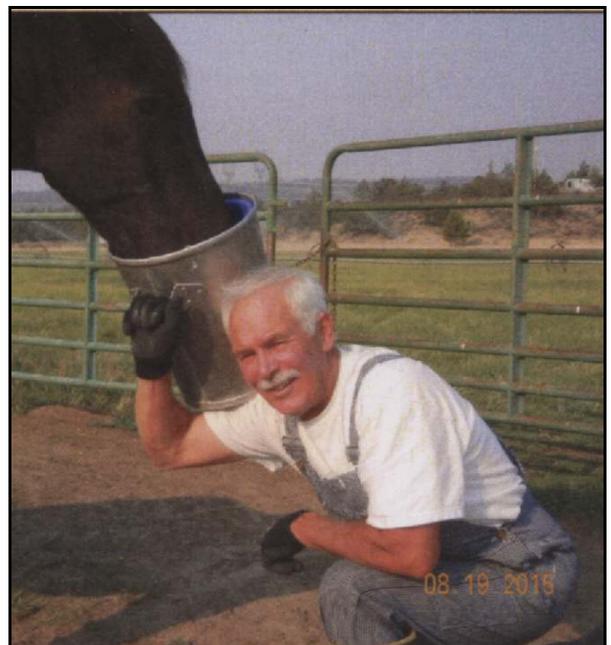
### *Evolution of the Garbage Collection Industry in Oregon*

Presented by Gary “The Garbologist” Goodman

The featured program for the Spring meeting will be local author and former “Garbologist” Gary Goodman discussing his book on the garbage collection industry in Oregon. It is an interesting story of the development of garbage collection in Oregon in a humorous and informative manner.



Goodman traces the early phases of garbage collection up through the modern technological advancements that have made dramatic changes in the garbage industry. The garbage industry is probably something you have never given much thought to but is critical to the safety and health of our communities. Goodman provided garbage service to Prineville for several years before selling his operation to a family member.



Gary Goodman

# President's Message

Isn't it wonderful to be warm outside, with everything so green from our spring rain? My garden is partly planted and I'm hopeful, as usual, for success.

The Historical Society has been busy! Hope you caught some of the "May at the Museum" lectures, including the great eclipse one. The upcoming Quarterly potluck is June 4th, 1PM at the museum. The program is Prineville's own retired, longtime "Disposal Man", Gary Goodman, who will give us insights from his new book "Our Business is Picking Up".

Mark your calendars for the June 17th field trip to visit key sites of the Central Oregon Railroad race /war. June 24th our Queens' float will be in the Crooked River Roundup Parade. August 6 is the Queen's Picnic and Coronation.

The "caboose project" has started as we are getting the site for it prepped. The museum will be open July 4th.

And by the way, did you know we are having a total eclipse of the sun on August 21st?

*Jan*



## Spring Historical Tour

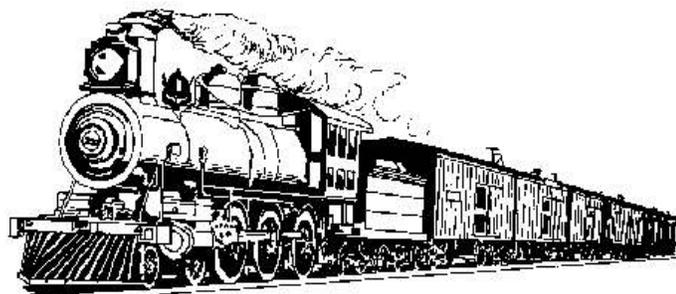
Following the Oregon Trunk Railroad in Central Oregon

Saturday June 17, 2017

The Spring 2017 historical tour will be conducted on Saturday June 17, 2017. We will be retracing the route of the Oregon Trunk Railroad in Central Oregon. This tour was last given in 2004 and was a very popular tour. Sites that we will be visiting include Redmond Depot, Prineville Junction, Terrebonne Depot, Crooked River Gorge Bridge, Opal City, Culver, Metolius, Madras, Pelton, Vanora, Vanora Tunnel, Mecca, Gateway and Trout Creek at confluence with Deschutes River. Steve Lent will be the tour guide and tour books are available now. The tour guide book is \$10.00 if you would like a copy. If you went on the tour in 2004 and purchased a tour guide book there will be little difference in the book.

As usual there will be a limit of fifteen vehicles on the tour. Once the fifteen vehicle limit is reached reservations will be closed. As usual we will attempt to get as many people into vehicles as possible so if you have room for others please let us know. Steve will be driving a 12 passenger van and seats will be at a premium so if you want to go in the van make your reservation ASAP. We will meet at the log cabin museum in Pioneer Park at 8:00 a.m. Saturday morning. Bring your own lunch and plenty of refreshments. We will plan to eat lunch at the Pelton Wildlife park.

Steve has attempted to plan some stops with restroom facilities. Most of the route will be on paved roads but there will be segments of gravel and rougher roads. Vehicles with higher clearance are recommended. You can reserve your place on the tour by phoning the museum at 541-447-3715. As usual there is no fee to go on the tour. It will be a long day but should be a fun event.



# MEMORIALS SINCE FEB 23, 2017

**Betty Claypool**

by Bill & Donna McCormack  
Patricia Tennant  
Steve Lent &  
Barbara Fontaine  
Phyllis Short

**Joan Gerke**

by Frances Juris  
Sid & Blanche Harper  
Phyllis Short  
Helen Schnabele

**Donna Coonse**

by Patricia Tennant

**Nellie Hilderbrand**

by Patricia Tennant  
Marilyn Jay

**James Minturn**

by Patricia Tennant

**Ben Tennant**

by Patricia Tennant

**Jim & Margaret Tennant**

by Patricia Tennant

**Hazel Denton**

by Sid & Blanche Harper  
Helen Schnabele

**Miller Tweedt**

by Sid & Blanche Harper

**Pat Miller**

by Sid & Blanche Harper

**Thelma Robertson**

by Sid & Blanche Harper

**Frances Bushnell**

by Sid & Blanche Harper

**Louise Snyder**

by Sid & Blanche Harper

**Marjorie Wood**

by Sid & Blanche Harper

**Clare Lee Colgrove**

by Sid & Blanche Harper

**Vern Atwood**

by Sid & Blanche Harper  
Phyllis Short  
Marilyn Jay  
Don & Helene Geer

**Lil McCoy**

by Steve Lent &  
Barbara Fontaine  
Jerry & Eloise Brummer  
Doris Vice &  
Judy Kennedy  
Anne Porter

**Anna Mae Brown**

by Phyllis Short  
Marilyn Jay

**Norm Thompson**

by Bill & Donna McCormack  
Snoden & Pat DeBoard  
Jerry & Eloise Brummer  
Steve Lent & Barbara  
Fontaine  
James & Carolyn Wall  
Jessie Ritch  
Bob Logan  
Sharon Cox  
Don & Helene Geer  
AFSME (Co. Rd. Dept)  
Beverly McCutcheon  
Dale & Nancy Conlee  
Jim & Pam Catterson  
Grace Bannon  
Shirley McCullough  
Ken & Annette Kuehn

**Joyce Fearrien**

by Snoden & Pat DeBoard  
Shirley McCullough  
Doris Vice &  
Judy Kennedy  
Helen Schnabele  
Wanda Schnabele  
Jerry & Eloise Brummer

**Debbie Smith**

by Snoden & Pat DeBoard

**John Marsh**

by Snoden & Pat DeBoard

**Glen Hopkins**

by Phyllis Short

**Wally Gervais**

by Marilyn Jay

**Artice Allen**

by Helen Schnabele

**Lola Weaver**

by Helen Schnabele  
Don & Helene Geer  
Jerry & Eloise Brummer  
Shirley McCullough

**Janie Foss**

by Shirley McCullough

**Patsy Sullivan**

by Shirley McCullough

**Tip Proctor**

by Shirley McCullough  
Ruth Proctor  
Alan & Shirley Jacobs

**Bruce Egger**

by John & Lynne Breese

**Leora Houston Egger**

by John & Lynne Breese

**Bill Clements**

by Barbara Groff

**Earl Cordes**

by Barbara Groff

## WELCOME NEW MEMBERS

Barbara George  
Frank & Carol Achille  
Robert Reinmiller  
Jacquelyn May  
& Patrick Bolen  
Susan & Bill Johnson  
Bill & Denyse Pettit  
Ken Hieter  
Carol Howard  
Patricia Thissell

Tom & Jean Decker  
Dick & Mary Cosgriffe  
Beatrice Coffey  
Cindy Desrosiers  
Ashley Dice & Family  
Gayle Graven  
ZuAnne Neal  
Jim & Judy Thompson  
Thomas & Marlise Jay

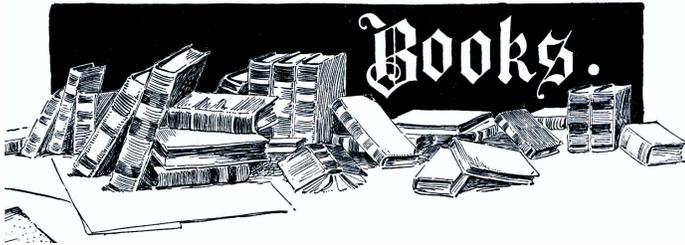
## OPAL SPRINGS HOTEL

is planning a  
NEW STONE BLOCK BUILDING  
MODERN

in every respect and  
FIRE PROOF

But we are still prepared to serve our  
Patrons in the future as in the past  
At Our Old STAND In P. O. BLOCK

Newspaper Ad 1917



## NEW BOOKS AT MUSEUM

Members Receive 10% Discount

### *Deadfall: Generations of Logging in the Pacific Northwest*

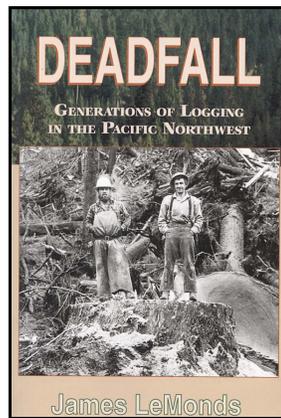
by James LeMonds

\$16.00

Paper

203 Page

This is a chronicle of the life stories of the author's grandfathers, father, uncles and cousins lives in the timber industry of the Pacific Northwest. It documents the dramatic changes in the logging industry since the early 1900s. It is an objective look at the rise and decline of the timber industry. Recommended for those interested in the timber industry.



### *Courage Beyond Expectations*

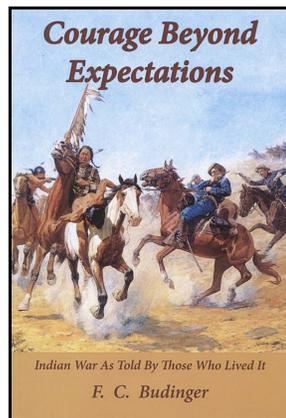
by F.C. Budinger

\$21.95

Paper

463 Pages

This story is set in the Northwest before the Civil War and captures the spirit of native peoples who displayed Courage Beyond Expectations in a futile effort to retain their traditional way of life. Using a recently discovered journal the author relates a story that is rich in scope and goes beyond the tradition view of Native American history and shows a deep sympathy for human suffering as it tells the tale of a people desperately trying to avoid losing everything they hold sacred.



### *The American Cowboy: the Myth and the Reality*

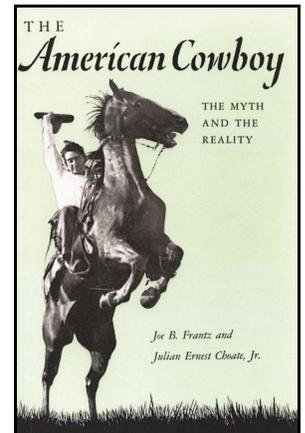
by Joe B. Frantz & Julian Choate, Jr.

\$19.95

Paper

232 Pages

The American cowboy is among the most popular folk heroes and appeals to millions of readers of different genres of literature. The authors reveal the real, dyed-in-the-wool cowboy as a heroic being from the American past who richly deserves to be understood in terms of reality, instead of myth. This is a definitive portrait of the American cowboy in frontier history and in literature by reexamining and revitalizing the actual historic cowboy.



### *Deschutes National Forest*

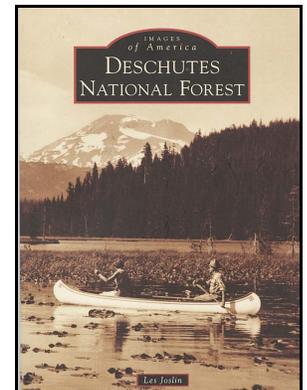
by Les Joslin

\$21.99

Paper

128 Pages

This photographic history of the Deschutes National Forest is part of the Arcadia Images of America series. Bend author Joslin photographically chronicles the history of the forest and its role of managing the abundant natural resources of the region. This book is the newsletter editor's pick of the quarter.



### *Day Hiking Bend and Central Oregon*

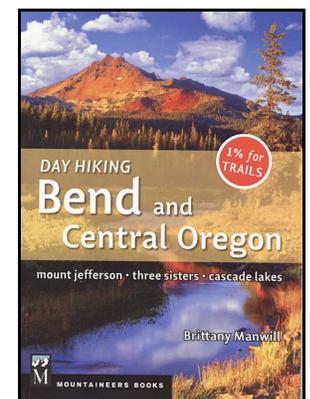
by Brittany Manwill

\$18.95

Paper

255 Pages

This handy reference guide to 100 hikes in Central Oregon is a new addition to the trails of the region. Hikes range from easy walks to challenging climbs up Cascade peaks. It is an introduction to scenic wonder of the region that can be viewed from local hiking trails. Each trail has a description of the trail route and how to get to the trail head. There are several photos of the different trails. A great guide for hikers.



# ARTHUR RAY BOWMAN

By

Frances Juris and Elaine Thompson

*Note: This story was written for a Crook County Pageant in Prineville in 1987.*

In 1936 I bought the old Crook County Bank building at the southeast corner of 3rd and Main Sts., and for the next thirty-four years I watched the development of Prineville. From that vantage point it was easy to see what needed to be done to make Prineville and Crook County the modern up-to-date community that I envisioned.

I was born in Kansas in 1882, the son of Collins and Addie Rullman Bowman. My four sisters and I grew up in the little town of Wauthena, Kansas.

In 1902 I graduated from Baker College in Kansas. My family had moved to Seattle and I joined them and enrolled in the University of Washington.

During the next few years I went to school and also worked for the Federal Government, traveling all over the northwest--Alaska, Idaho, Montana, Oregon and Washington--inspecting timber claims to make sure the government regulations were being followed.

Have you ever heard of the Timber Fraud Scandals of the early 190's? They were as big as any of the national scandals involving Congressmen and Senators and other high officials of today.

In connection with my job as Timber Claim Inspector, I was called to Washington, D.C. to testify at the trials. Among those indicted and convicted were several prominent Crook County men, including J. N. Williamson, M. R. Biggs, Dr. Van Gesner and John H. Mitchell.

M. R. Biggs, a Prineville lawyer, and Dr. Van Gesner, a pioneer physician, served short terms in the Multnomah County Jail where Federal prisoners were held. John H. Mitchell, for whom the city of Mitchell was named, a long-time Senator from Oregon, was convicted, fined and sentenced to jail, but he died before his appeal could be heard.

John Newton Williamson was the only Congressman ever elected from Crook County. In 1904 he built the large house at E. 3rd and Fairview Sts. that later became Mother Dobbs' Boarding House. Congressman Williamson was also convicted in the Timber Fraud case, but was granted a new trial by the U.S. Supreme Court.

It was my Federal Govt. job that first brought me to Prineville. Like many another travelers, the view of the green valley from the west rimrocks really impressed me, and I made up my mind right then and there that this would be my home.

I graduated from the University of Washington in 1908 and immediately headed for Prineville, much to the dismay of my family as they did not share my enthusiasm for the High

Desert Country of Central Oregon.

I was among the young, ambitious men who migrated from the East and Midwest who were not interested in farming or homesteading, but who could see the possibilities for development in this almost unknown corner of Oregon. Lake Bechtell, Asa Battles, Don Graham, Hugh Lakin, Bob Zevely are just a few I remember. We all married local girls and threw our lives and our energies into building Crook County.

Of course, this was when Crook County encompassed all of Deschutes, Jefferson and part of Wheeler Counties, and it was a great time to live here and take part in what was going on.

The following years were good ones. Business was booming and we led active social lives as well. We fellows played baseball--the 1910 Prineville Baseball Team was famous all over the region. Jesse Tetherow, Lake Bechtell, Peg and Horace Belknap and Ray Brewster were some of my teammates. Also, we joined the ladies in playing tennis and croquet, producing plays and attending dances and box socials.

In 1916 Alta Minton and I were married and moved into the house at 522 E. 7th where we lived all our married lives. Alta came to Crook County with her two sisters, Gertie and Laura and their Mother who had married George H. Russell who owned the Keystone Ranch.

Our daughters, Jean and Elaine, were born at home, delivered by Dr. Rosenberg.

I planted fruit trees and always had a big vegetable garden, while Alta raised her beloved flowers near the house. Alta was really good with flowers and she helped organize the first garden club and became a judge at County fairs around the country.

In 1914 I brought the first Model T to Prineville. Adrian Crooks had the first automobile in 1907 and Dr. Chas. Edwards bought a 1911 Cadillac and there were several others, but mine was the first Model T. I really enjoyed that car, it took me everywhere I wanted to go, even up into the hills where I could look for rocks and minerals and fossils, and I could study the geology of the country, my favorite hobby.

Through my studies I became convinced that there was oil in the Post-Paulina country, and, years later, I talked some of the major oil companies, Texaco for one, into drilling up there. Nothing big came of it, but I'm still not sure they didn't stop drilling too soon.

Even on our family outings I always looked for interesting rocks. My girls tell of one time we were picnicking up Crooked River, and, as usual I wandered off to look for unusual rocks. As Elaine tells it, they heard a whoop and here

came their portly father tearing down the hill, his hat going one way, a rock the other, sprinting like he was running for home base on a tight play and yelling "RATTLESNAKES!" They laughed so hard I had to laugh with them, although I couldn't see that it was that funny.

Along about 1911 things began to slow down in Prineville, principally because the mainline railroads had gone straight south from Madras to Bend, instead of swinging southeast to Prineville. This was a big blow, which was followed in 1914 by Jefferson County seceding, then in 1916 Deschutes County following suit. Prineville had lost its place as Queen City of Central Oregon.

But the City fought back by building the City of Prineville Railway in 1917. World War I took its toll in many ways with a number of young Crook County men being called to the Armed Forces. It also caused problems in securing materials and supplies for all types of construction, including the Railway and the Ochoco Dam which was also begun in 1917.

The principal purpose of the Railway was to provide an outlet for cattle, agricultural products, and most of all the millions of feet of Ponderosa Pine in the Ochoco Mountains.

The C of P Railway was a lifesaver, but it took twenty-five years of hardship and struggle to make it so. It wasn't until the sawmills came in the late 193's and World War II brought strong demand for lumber that the Railway began to pay off.

Back in 1915 I served a term as Justice of the Peace and people began to call me "Judge". Then from 1936 to 1942 I served as Crook County Judge. It was during that time the Courthouse was remodeled and the original steps on the East and West sides were removed.

In my wanderings I found a deposit of clay and built a brick kiln beside the railroad tracks on Lamonta Road near the Roundhouse. The Horseshoe Tavern, E. 4th and Main, was built of these bricks, and originally was faced with different colors of obsidian I had gathered.

When I sold Central Oregon Title to Ralph Brown in 1940, I was able to concentrate my efforts on public improvements that I'd been thinking about for a long time.

For years I had been interested in promoting a transcontinental highway through Crook County. The culmination of my efforts brought Highway 26 through Prineville.

There was a small, inadequate airport at the top of the grade on the left going West towards Redmond. As we entered WWII I could see the necessity for a larger, improved airport, so I helped persuade the Army Air Force to build another airport at its present location. The AAF used the new airport to train flight instructors, who were housed in barracks located beside the Courthouse where the City Hall is now. Two of those barracks buildings are still in use at the Fairgrounds.

After the War, I started to focus all my attention on a dam to impound Crooked River. For years I had watched periodic

floods inundate, and ruin, farms and ranches up and down the Valley, as well as the entire west side of the City. I also saw the benefits for agriculture and recreation.

LaSalle Coles and the Ochoco Irrigation District Board joined in the endeavor. It took years of research, writing letters, phone calls and trips to Washington, D.C., but finally, everything came together and the Prineville Reservoir project became a reality when the Dam was dedicated on October 20, 1962. It was the climax of my greatest dream.

As I look back, I remember how proud of my daughters I was. I enjoyed having them bring their schoolmates home. I recall Mary Demaris Wilson and Bun Tackman Gilchrist being among my favorites.

It pleased me that Jean became the first woman to major in Geology at Oregon State, where she received her Master's Degree. She later got her Master's in Library Science at the University of Washington.

Elaine chose the field of Education, received her Master's from the University of Nevada and has taught in Reno schools for years.

I get a kick out of my grandchildren and great-grandson coming to visit us.

All in all, it's been a good life. I take pleasure in traveling, playing pinochle with my old cronies and occasionally needling the City fathers about some of their decisions I didn't like.

Never once since that long ago day in 1908 have I regretted my decision to make my home in the beautiful Crooked River Valley.



Arthur Ray Bowman

# Collections Corner

## *From The Desk of Sarah Baylinson*

Before the digital age there were switchboard operators, lamp lighters, and type setters. Some of you may even remember a time when like the milk man, the ice man came by to replenish you ice box.

Before the age of electricity, the ice box was the main appliance in the household and served to keep food cool and from perishing. The icebox was often built of wood as that was the most attractive material available at the time and easiest to insulate. The walls were hollow and made of zinc, between the zinc interior wall and the wood exterior walls the gap was stuffed with insulating materials of cork, sawdust, straw or even seaweed. The large ice block was stored near the top on a wire rack which allowed for the cool air to drop down and circulate through the appliance.

Using iceboxes and ice delivery was most popular from the 1850s to the 1930s. As the industrial revolution boomed, it became much harder to find unpolluted sources of water.

Many of the ponds being used for ice harvesting had become too dangerous due to industrial contaminants and sewer runoff. Initially the invention of the electric refrigerator got its use industrially to make ice that was clean and safe for iceboxes. Eventually, the refrigerator was refined and became available for households, making the icebox obsolete.

In the 1950s Wally Smith bought a livery stable that would later become the headquarters for his business Wally Smith Trucking. Stored in the building he bought was the ice chest pictured. It had been crudely painted with a thick coat of paint and was later thoughtfully stripped to its wood base and re-stained to the beautiful finish it has now. The ice chest was handed down to Larry Smith and just this month he donated it to the Bowman Museum. We thank the Smith family for allowing us to preserve the history of this long gone technology of the past.



### **Upcoming Article on History of Ranchers Memorial Building From Inception to Current Improvements**

A brief history of the Rancher's Memorial Building at the Fairgrounds will be included in our September newsletter. The story will cover from the dedication of the building on October 24, 1987 until the present.



