



The Meadowlark

Quarterly Newsletter



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

November 23, 2018
E-mail bowmuse@netscape.net
www.bowmanmuseum.org

Member Appreciation Day

Saturday Dec. 8, 2018
Crook County History Center 9:00 A.M.

The Winter quarterly meeting will be on Saturday Dec. 8, 2018. This is the annual membership appreciation breakfast. It is a catered event and is free to members and guests in appreciation of support for the museum (donations are accepted).. RSVP is required and you can be added to the list by calling the museum at 541-447-3715. The event will begin with a breakfast at 9 a.m. and serving until 10:30 a.m. A brief program will follow.

FEATURED PROGRAM

Are you feeling Grinchy this Christmas?

For entertainment, our own Jerry Pimentel will, with the help of the Cat in the Hat, send all those "grinchy" thoughts far away.



1910 Postcard

President's Message

What a busy summer! Our visitors can now climb up into the caboose (on very solid steps crafted by Agee Ironworks) and see the quaint wood interior and sleeping quarters. We also have "intermittent train whistles and steam" coming from the caboose, which is backlit by that beautiful old train station facade. If you haven't been inside the caboose, it is a must see!

Our October lecture series were extremely well attended and enjoyed. Steve Lent's walking tour of Prineville using the newly published *Prineville, Self Guided Heritage Walk of Landmarks & Sites*, was fascinating. We got to tour 3 of the houses and so appreciated those who opened their historic homes to us. I hope Steve will do this walk again!



We were approached by three established artists (who have all moved to Prineville in the last few years!) about putting on a Fine Art Show and Sell, with 50% of the profits going to the Bowman Museum. You can meet these artists on Sat. Dec.1 from 2-4pm. I don't think the beauty of oil paintings can be adequately captured in a print, so please come in and see the beautiful art. You might find something you like for your home or office!

The museum will be closed again in January to clean and change the exhibits. If you haven't seen the exhibits in the last year, do so now, because some of them might change! Finally, we have three open board positions and five great, well-qualified candidates interested in serving. So cast your ballot and we will see you at the annual member appreciation breakfast.

Jan

Director's Corner

MOVING RIGHT ALONG...

Dear Friends,

So hard to believe that we are nearing the end of another year (where does the time go?) but, oh, what a year it's been!

I arrived in Prineville during a snow storm in late March – ironically, right around the first day of spring! – and, like rain on one's wedding day, this has become the best of all possible omens.

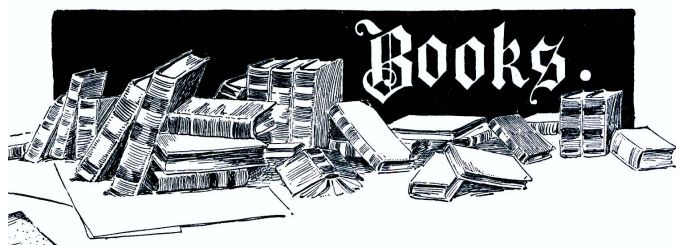
From the very beginning, I was received with the utmost warmth and hospitality from the people of Crook County...and feel very lucky to have secured a position where I was able to "hit the ground running" with a superabundance of encouragement and support.

Primarily because of you – our loyal members – we will have accomplished many goals by year's end: the completion of caboose park, the expansion of the Rancher's Memorial, a glorious county-wide celebration of the milestone anniversaries of Prineville and the railroad, the installation of a new sound system in the community center, a huge increase in attendance, and the passage of the museum tax levy with 83% -- our highest vote total yet.

And now that we have secured the future, our plans are many: a "living history" program with re-enactors, an outdoor performance area at the Rancher's Memorial, a new exhibits center at the old Hans pharmacy building, and a wide variety of other cultural offerings. Yes, our future is bright!

Season's Greetings to all!

Sandy



NEW BOOKS AT MUSEUM

Members Receive 10% Discount

Fall Down Angel

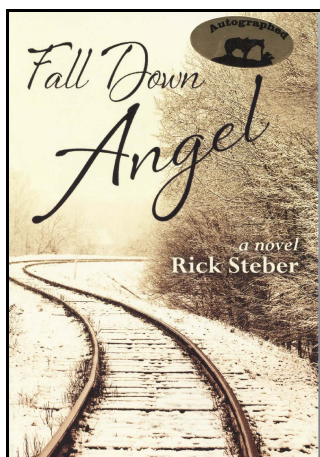
by Rick Steber

\$15.00

Paper

288 Pages

This is Rick Steber's latest book. He returns to novel writing based on actual events. It is the adventure of two runaways who work their way West hopping freight trains. One makes bad decisions and is sent to prison. The other seizes an opportunity to become a madame of a legal brothel in Nevada. Their fates again intertwine to a discovery that they share a common past. This is the editor's pick of the quarter.



Everything She Didn't Say

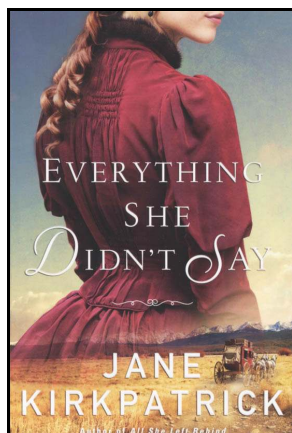
by Jane Kirkpatrick

\$15.00

Paper

288 Pages

Jane Kirkpatrick continues her prolific writing with her latest novel. It is the story of Carrie Strahorn who wrote a memoir in 1911 sharing some of the adventures of her life with her husband, railroad promoter and writer Robert Strahorn. The book is based on real life characters. It is the tale of a woman and her relationship with a strong willed man. This is sure to please the many readers of her books.



The Early Indian Wars of Oregon

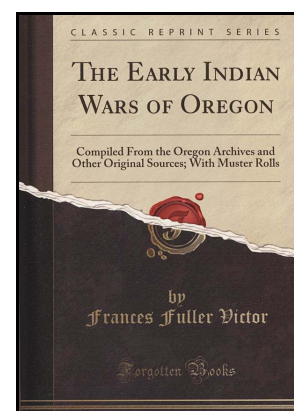
by Frances Fuller Victor

\$29.00

Paper

719 Pages

This rare publication was first printed in 1894. It has long been out of print but has recently been reprinted. It is the documented history of early Indian Wars in Oregon including the Cayuse War, The Rogue River War and The Yakima War. It utilizes original sources. Highly recommended.



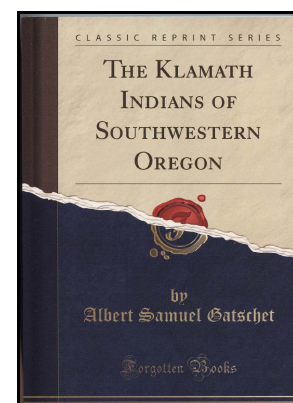
The Klamath Indians of Southwestern Oregon

\$29.00

Paper

711 Pages

This is a rare publication that was printed in 1890 and has long been out of print. Original volumes of this book are very expensive. There were originally two volumes and this is a copy of Volume II. It contains some ethnohistory and a Klamath language dictionary. This is an opportunity to have a classic study of the Klamath Indians.



Archaeological Survey of Guano Valley Southeast Oregon

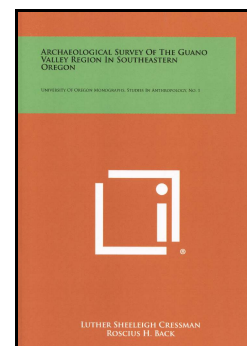
by Luther S. Cressman

\$21.95

Paper

49 Pages

This is another rare publication that was first printed in 1936 and has been reprinted. Luther S. Cressman was among the early archaeologists that discovered the presence of man in North America long before previous estimates. It is a booklet but is one of the classic publications of early research in Southeast Oregon. Cressman also excavated Fort Rock Cave and discovered sagebrush sandals beneath the ash of Mount Mazama.



MEMORIALS SINCE AUGUST 29,2018

Richard Moore

by Steve Lent & Barbara Fontaine
Jerry & Eloise Brummer

Gilbert Sharp

by Steve Lent & Barbara Fontaine
Jerry & Eloise Brummer
Jody Stahancyk
Fred & Betty Bushong

Jessie Sharp

by Jerry & Eloise Brummer
Fred & Betty Bushong

Don James

by Steve Lent & Barbara Fontaine
Gordon Gillespie
Ken & Annette Kuehn

Dr. Thomas Matheson

by Jody Stahancyk
Fred & Betty Bushong

Howard Anderson

by Ken & Annette Kuehn

Julia Ann Odegard

by Shirley McCullough

Richard "Rick" Foss

by Shirley McCullough

Barbara Cooley

by Steve Lent & Barbara Fontaine
Jody Stahancyk

Leona Hanna

by Steve Lent & Barbara Fontaine

Jessie Sharp

by Steve Lent & Barbara Fontaine
Jerry & Eloise Brummer
Jody Stahancyk

Ron Edgerly

by Fred & Betty Bushong

Mary Fitzgerald

by Steve Lent and Barbara Fontaine
Jerry & Eloise Brummer
Fred & Betty Bushong

Virginia Revis

by Steve Lent & Barbara Fontaine
Stahancyk and Crawford Family

Jerry Williams

by Jody Stahancyk

Charles "Chick" Burgess

by Joyce Jollo

Gail Kime

by Snoden & Pat DeBoard

Charlene O'Connor

by Snoden & Pat DeBoard

Bob Pierce

by Fred & Betty Bushong

James Dunn

by Stahancyk/Crawford Family
Jerry & Eloise Brummer

Jim L. Zimmerlee

by Steve Lent & Barbara Fontaine
Jody Stahancyk
Deborah Schappert
Joan Willoughby



Tour Group on Tour of Historical Sites in Prineville Sept. 2018

Headstone Recalls Story of Route Over McKenzie

from *Bend Bulletin* 1953

On the summit of U.S. 28, the McKenzie Highway, rests a slab of rock—the headstone of a lonely grave. The bronze plaque affixed there tells a story in the terse phrases of history and epitaph.

The monument is dedicated to John Templeton Craig. The grave is his.

John T. Craig, a pioneer of the 1860's was the first man to dream of a McKenzie Valley route across the mountains. He dedicated his life to seeing one completed.

The story begins in 1862, when Eldorado-struck miners were flocking to Idaho. That year an enterprising young businessman from "Eugene City", Felix Scott Jr., laid plans to supply these miners with the goods they needed, and at the same time build himself a profitable trade. To do this efficiently, Scott reasoned, it was necessary to construct a direct route from Eugene, over the Cascades to connect with roads of eastern Oregon.

John T. Craig was one of the men signed on to build this road. The crew worked its way across the high summit that summer of 1862. Winter found them camped at Trout Creek in what is now Jefferson County.

His Dream a Road

The significance of this trip does not lie in the success or failure of Scott's plan. The important point is that from then on, John Craig dedicated himself to the building of a road through the McKenzie Valley. His dream was a road which could transport settlers, commerce, and mail from the southern part of the Willamette Valley into eastern Oregon.

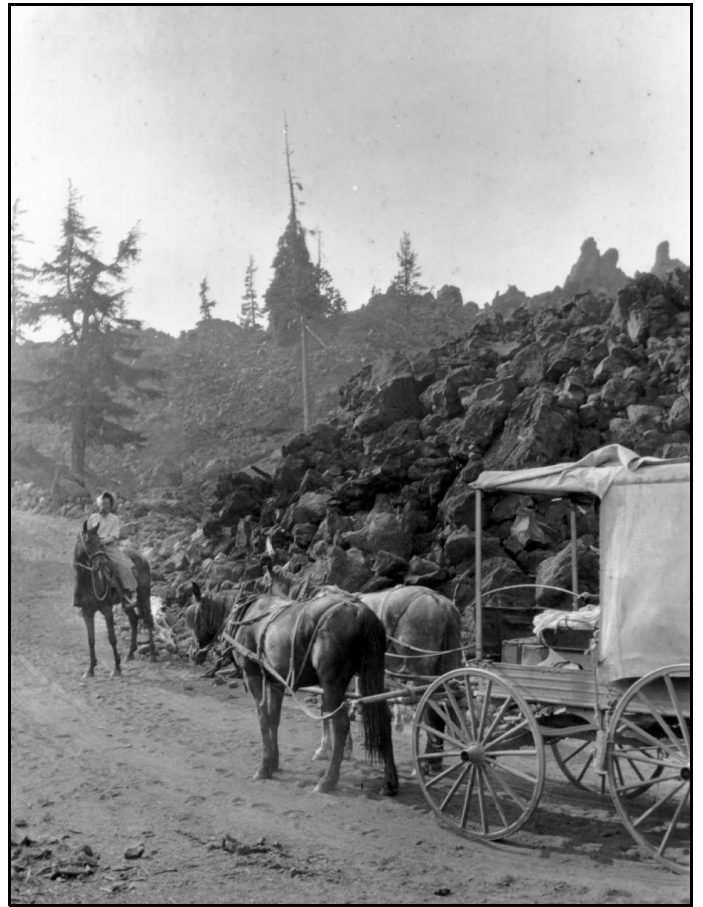
Others were interested in the idea too, according to old records. Between 1862 and 1871, at least five construction companies attempted the job, choosing various routes. All failed of completion.

John Craig apparently was not connected with these early companies, for his name appears nowhere on their records. Instead, he located at "Craig's Bridge", later to become McKenzie Bridge. He directed all his efforts to building a road, sometimes on borrowed funds, sometimes with nothing more sustaining than his own determination.

It was a general belief among people who knew him that Craig was eccentric. In one early account reference was made to Craig's "bedroom" near the summit of the pass—a hollowed cedar where he found shelter on occasion.

President of Company

Nevertheless, Craig was president of the first company which succeeded in cutting a functioning road across the McKenzie route. In 1870, the Oregon state legislature



Horse and Wagon Travel on McKenzie Road 1890

urged support of a military wagon road across the McKenzie Pass. In 1871, Craig's company "The McKenzie Salt Springs and Des Chutes Wagon Road Company" filed articles of incorporation. M.H. Harlow, P.C. Renfrew and A. Renfrew were associated with him.

Craig's road was to run from the end of Lane County road (at Clark's Point), across McKenzie Bridge, and over the low pass at Lost Creek Canyon. The terminus would be the Deschutes River near the north end of the Paulina Mountains. The route led across the lava beds—an arduous stretch—but 1,000 feet lower than Felix Scott's trail.

Wagon Road Opened

Craig's clay road was opened about 1872. The company's first accounts were filed in that year with John T. Craig listed as president. From then until 1894, accounts were filed annually. After 1872, however, Craig's whereabouts are vague. He was no longer president of the McKenzie Salt Springs and Des Chutes Wagon Road Company.

Tolls were collected by the company at McKenzie

Bridge until 1891. After that, the station moved to Blue River, and in 1894, the year the company disbanded, it was located at "the gate".

Records show that the company operated at a financial loss. Its total income from 1872 to 1891 amounted to \$17,969.50. Disbursements were \$19,046.87. Evidently, a dollar was worth a dollar in those days. True, also, was the fact that across the mountains was novel enough to compel a stiff price of perspective travelers. Toll rates on the McKenzie route were set at follows: A wagon drawn by two horses, \$2.00; a wagon drawn by four horses, \$2.50; one horseman, \$1.00, a pack horse, 50 cents; sheep, 5 cents per head; loose horses and cattle, ten cents per head.



John Craig Memorial Near McKenzie Pass

Comes into Own

The McKenzie route came into its own in 1875, after events east of the mountains made its use a necessity. In 1875 a post office was established by Samuel Hindman at Camp Polk, an abandoned military garrison a few miles northeast of Sisters. Shortly afterward, a mail contract for service between Prineville and Eugene was signed. Camp Polk Post Office was to be the midway point of this line; and the McKenzie Road was to be the route followed.

One of the early mail contractors was A.S. Powers, a

toll collector and member of the McKenzie Salt Springs and Des Chutes Wagon Road company. Through him, John Craig steps back briefly into the story. In late 1877, Craig was hired to ride the mail between Eugene and Camp Polk. He was then 56 years old. Craig's first assignment was also his last.

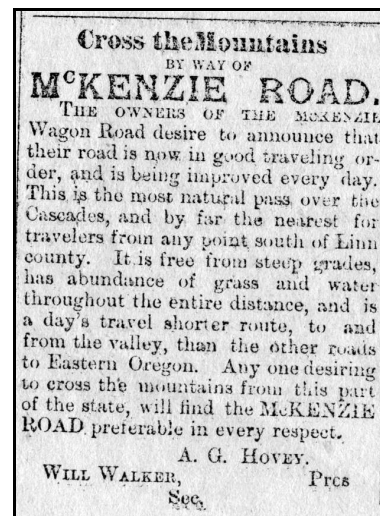
He died from exposure in his lonely cabin on the summit, not far from the present McKenzie Highway. He had seen the completion of his dream, but future events were to embellish it beyond his expectations.

Company Disbanded

When Craig's old company disbanded in 1894, interest in the McKenzie route flagged for two years. However in 1896, Lane County incorporated the stretch between Belknap Springs and the summit rock house into its road system. A detailed survey of the road and its importance was made in 1898. On the advice of the surveyors, the entire McKenzie route was taken over by Lane County.

The potential value of the McKenzie road was not fully realized until 1920, however. After considerable discussion and urging, mostly by Lane County people, the road was incorporated by the Oregon state highway system. During the next five years it was relocated, widened, and improved. The McKenzie Highway, U.S. 28, was opened formally on September 21, 1925. Except for winter closures, it has been in constant use since.

This was not the end of the John T. Craig story, however. On July 10, 1930, a monument was dedicated by the Oregon Rural Letter Carriers Association to this pioneer's memory. It is located on the summit of the McKenzie Pass not far from the cabin in which he died. Fittingly the monument is also his grave.



Advertisement for McKenzie Road 1884

WELCOME NEW BUSINESS MEMBERS

Evans, Bartlett & Higbe CPAs, LLP
Hometown Animal Hospital, PC
Giovannini Trucking LLC
Cinder Butte Meat Company, Inc.
Prineville Heating & Cooling, Inc.
Queens Garden Mobile Home Park
Bleu Bite Catering
Coldwell Banker Sun Country Realty, Inc.
King's Auto LLC

Bex Construction
Adam Kraus Farmers Insurance
FNF NV Brasada, LLC
Ochoco Irrigation District
Ericksons Thriftway
Prineville Lavendar
Prineville Dairy Queen
Brooks Resources Corporation
Prineville Funeral Home

WELCOME NEW MEMBERS

Anita & Mark Endresen	Debbie J. Williams
Beverly & Larry Parker	McKenna Ontko
Linda & Sonny Stephenson	Andy & Susie Hermreck
Kathy Wyer	John & Jean Frye
Marney Close	Roxanne C. Basey
Liana Jensen and Family	Steve & Valerie Johnson
Cindy & David Zalunardo	Jeff Scheetz

Did You Know?

You can donate stocks to the museum? It is a great way to support your heritage and benefit you financially. For more information on this innovative way to support the Bowman Museum, please contact Sandy Cohen at sandor.cohen@co.crook.or.us or by phone at 541-447-3715.

COLLECTIONS NOOK

From the Desk of Sarah Baylinson

About this time every year staff and volunteers start asking the same questions. “What’s our big project for this January?” “What big plans do we have?” “Any new exhibit ideas?” This year is no different, I’ve been quietly working away on some pretty big plans for the month of our closure, in between all our other projects. This year we will be taking a very big step towards upgrading our exhibits to have a more professional and aesthetically pleasing appearance. It all starts with lighting, did you know that light, natural or artificial, is one of the leading causes of damage to artifacts? The UV output from light causes deterioration, discoloration and irreversible damage that will eventually lead to destruction beyond repair.

It is my main priority and duty to care for all the artifacts in our collection which is why I am so excited to say we will be upgrading our lighting in the historic bank side of our building to a safe LED light that will not only extend the life of the artifact but also be much easier on visitor’s eyes. Like everything we do in the museum, we can’t move forward without acknowledging our past.

When this museum was started there were very few studies or information available on the damaging effects of florescent lighting. Our founders did a superb job of interpreting the history of our community with the resources they were given. This project will happen in multiple phases and parts of it may extend past January, though the majority will happen when we are closed. We will uninstall cases, paint the insides, install new lighting and reinstall the artifacts. We hope you’ll enjoy our new freshened look as much as our artifacts will!

Sarah Baylinson
Curator of Collections