



# The Meadowlark

## Quarterly Newsletter



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

May 28, 2025  
[www.crookcountyhistorycenter.org](http://www.crookcountyhistorycenter.org)

## ***DIRECTOR'S CORNER***

Dear Members,

As the days grow longer and the sun warms our beautiful high desert home, I'm excited to share all that's happening at the Bowman Museum this summer. We've got a full season of meaningful programs, transitions, and upgrades that continue to make this museum a vibrant space for learning, storytelling, and community connection.

First, I'm thrilled to announce the debut of **"Unspoken Grit: Crook County"**—a powerful, locally produced documentary that captures the heart, resilience, and unshakable spirit of our community.

We're also continuing our popular **"Around the Campfire: Cowboy Poetry Open Mic"** events—where voices old and new share tales, songs, and reflections under the timeless spell of cowboy lore.

Another highlight is the upcoming **"History of the Timber Industry"** series, presented by our own historian Steve Lent alongside John Shelk of Ochoco Lumber Company. This four-part program explores the rise, operation, marketing, and eventual decline of the timber industry in Central Oregon. It's a rare chance to hear the full story from both historical and industry perspectives.

We have many more upcoming programs scheduled for this summer, so be on the lookout for more details on the Bowman Museum's website.

As we continue to grow, we've had some changes on our staff. We recently said goodbye to **Deanna Smith**, our talented and dedicated Collections Manager. Deanna's contributions over the years have helped shape the museum's collections and made a lasting impact on our preservation efforts. We wish her all the best in her next chapter. At the same time, we're happy to welcome **Carter Bond** as our new Museum Administrator and Collections Assistant. Carter brings great energy, curiosity, and a passion for local history—we're lucky to have him on board!

Behind the scenes, we're making strides with a **technology upgrade**, including the addition of a brand-new **digital projector thanks to a generous Meta Grant**. This investment will enhance our public programs, classroom activities, and community room experience—helping us better share the stories of Crook County in dynamic and engaging ways.

Thank you, as always, for your ongoing support. Your membership makes everything we do possible, and we're honored to be your museum. We look forward to seeing you this summer—whether it's for a film screening, a poetry night, or simply a stroll through our galleries.

Warm regards,

**Sean**

**Sean Briscoe**

Executive Director

Bowman Museum | Crook County Historical Society



# PRESIDENT'S MESSAGE

The Bowman Museum generates a great deal of pride in our community. If you could be a "fly on the wall" in the reception area, you will hear visitor after visitor express their approval and delight with the experience of visiting our museum. Personally, I am thankful for all of the supporters that have preceded us as members and leaders of the society. Among the many credits that they deserve is the build up of our endowment fund over many years. The annual distribution from this fund allows us to operate the Belknap Exhibit Center with sound financial security.

Along with all departments within Crook County government, the museum is being prepped for some belt tightening. Sean is doing an excellent job of planning and I am confident that our museum's future is bright. I must admit though that I am looking forward to the day when our county tax base increases due to the data centers coming onto the tax roles.

With no capital campaigns in our immediate future, the society's focus is now squarely aimed at increasing our visibility in the community. We want to increase our active membership and attendance at all of our events. It is up to all of us to demonstrate and promote the value of membership in the Crook County Historical Society. Our story includes telling the community about the need and value of helping to "Preserve and Promote an understanding of the History of Crook County in our entire region".

You are getting this newsletter because you are a member of the Crook County Historical Society. Please help spread the word, consider visiting and bring a friend to rediscover The Bowman Museum and The Belknap Exhibit Center. We have volunteer opportunities available that range from hands on work to planning committees for our operations. We look forward to your support and visitation.

All of my best to you-

*Phil*



## WELCOME NEW MEMBERS

Sherrill Beck  
Hedi Brooks  
Carter Bond  
Maureen Huntley  
Pat & Larry Kelley  
Thomas & Wendy Myers  
Maret Pajutee  
Nora Scott  
Laura & Larry York

## PRINEVILLE FLOURING & FEED MILLS

Manufactures and keeps on hand continually the following brands of flour:

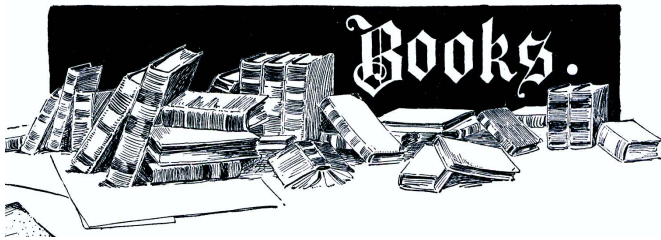
Fancy Patent \$6.50 bbl	Feed of the best grades kept
High Standard or Straight 6.00	on hand at all times
Graham Flour \$5.50	Rolled Barley \$2.25 cwt
Whole Wheat Flour \$5.75	Rolled Wheat
Germ Grits \$4.00 cwt.	Rolled Rye
Corn Meal \$3.25 cwt.	Bran and shorts \$1.35 cwt.
Rye Flour	Middlings \$1.65 cwt.

All kinds of Whole Grain for sale. Seed Grain specially prepared. Mail orders promptly attended to. Your patronage is solicited. We guarantee satisfaction

D. STEWART, Proprietor, PRINEVILLE, ORE.

1909 Advertisement





## NEW BOOKS AT MUSEUM

Members Receive 10% Discount

### *Indians, Fire, and the Land in the Pacific Northwest*

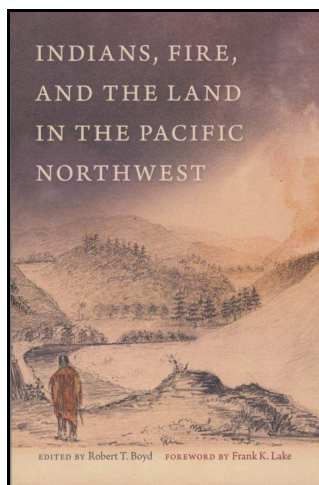
Edited by Robert T. Boyd

\$34.95

Paper

329 Pages

Drawing on historical journals, Native American informants and ethnological and forestry studies, this book's contributions describe local patterns of fire use in eight eco-regions, representing all parts of the Native Northwest, from southwest Oregon to British Columbia. The writings also offer historical perspective on changing approaches to land management and the revival of Indigenous burning practices.



### *Bernard Daly's Promise*

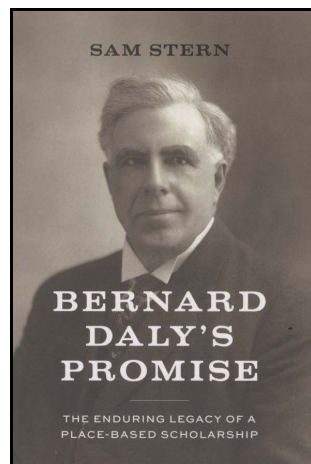
by Sam Stern

\$19.95

Paper

149 Pages

Bernard Daly emigrated to the United State from Ireland and became the town doctor in Lakeview, Oregon. He later became a state legislator, county judge, rancher and banker. When he died in 1920 his estate established a college scholarship for the youth of Lake County. The first Daly scholarship was awarded in 1922.



### *W.D. Pugh Pioneering Oregon Architect*

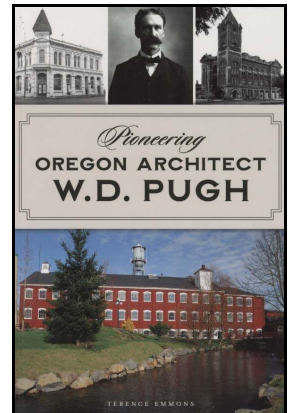
by Terence Emmons

\$21.99

Paper

171 Pages

Walter D. Pugh was a son of Oregon pioneers and spent his career as an architect building landmarks in Oregon. He had a hand in a variety of buildings and worked on more than one hundred projects. One of his architect projects was the Crook County Courthouse in Prineville.



### *Oregon Military*

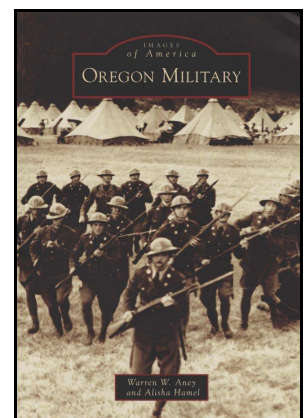
by Warren W. Aney and Alisha Hamel

\$24.99

Paper

127 Pages

This is an Arcadia Publishing photo history. The authors have a long service in the Oregon National Guard and relate the history of military in Oregon from pre statehood until the present. Numerous photos accompanied by brief narratives provide an interesting history of Oregon military operations.



### *Devil at the Gate*

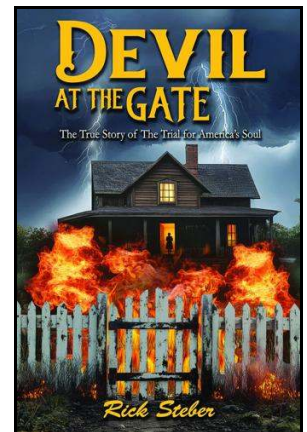
by Rick Steber

\$20.00

Paper

178 Pages

Local author Steber has written another tale of a little known but significant event in the history of the Pacific Northwest, a trial that pitted ruthless labor union leaders against moneyed mine owners. He recounts events in the early 1900s when the Western Federation of Miners, a union group that resorted to violence and murders in labor disputes, had its leader go on trial for the bombing death of the governor of Idaho.



# MEMORIALS

SINCE FEBRUARY 21, 2025

**Lon Austin**  
by John & Lynne Breese

**Fred Bushong**  
by Betty Bushong

**Ruby Garside**  
by Dan Smith  
Lenna Comini

**Joan & Maurice Gerke**  
by Jennifer Sherman

**Willian (Doc) Edward Holliday**  
by Jerry & Eloise Brummer

**Leon Hildebrand**  
by Dan Smith  
Betty Bushong


**Mary Ann (Brummer) Larson**  
by Jerry & Eloise Brummer

**Nora Morris**  
by John & Lynne Breese

**Ramona Romine**  
by Deanna Pimentel  
William & Kathleen Wilkin  
Jerry & Eloise Brummer  
Betty Bushong

Jan Anderson  
Karin Esvelt  
Snowden & Pat Deboard  
Lawrence & Carol Wesberg  
Lavonne Ritches  
Jeff & Ruinda McCormack  
Brian & Laura Barney  
Judy Kennedy  
Lary & Catherine Achenbach  
Michael & Runnuisha McNamee  
Nadeane Silbernagel

**TWICKENHAM &  
DOWN BRIDGE CREEK  
HISTORICAL TOUR**



Join Historian Steve Lent as we travel through time and explore the history of the Painted Hills, Twickenham area, Carroll Cemetery and more!

Registration is required as space is limited.  
For registration and more information, call the Bowman Museum (541) 447-3715

**JULY 19, 2025**


Starts at 8:00 am

Meet Up Location: Pioneer Park

Sponsored by Crook County Historical Society

**COOTIES**

Also known as " Lice ", " Gray Backs ", " Seam Squirrels ",  
" Boches ", and ... (deleted by the Censor)



ONE OF THEM

They are gray.  
They are bloodsuckers.  
They live in blankets and clothes.  
They breed and lay eggs or "nits" in seams of clothing,  
especially the trousers, and on the public hairs like crab lice.

**RESULTS**

If you do not get rid of em they will cause sores and  
boils; and you will be an **UNPOPULAR** candidate for a hospital.

**THE CURE**

While taking a bath your entire kit of clothing will be  
sterilized.  
Get a new identity tag card.  
Treat pubic and crotch hairs twice daily with prophyl-  
actic salve-if you have many of em, the arm pits too.  
We guarantee a cure in one hour at the Delousing Station.  
If your friend has them make him report

Bathing and Delousing Station at \_\_\_\_\_

# 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.

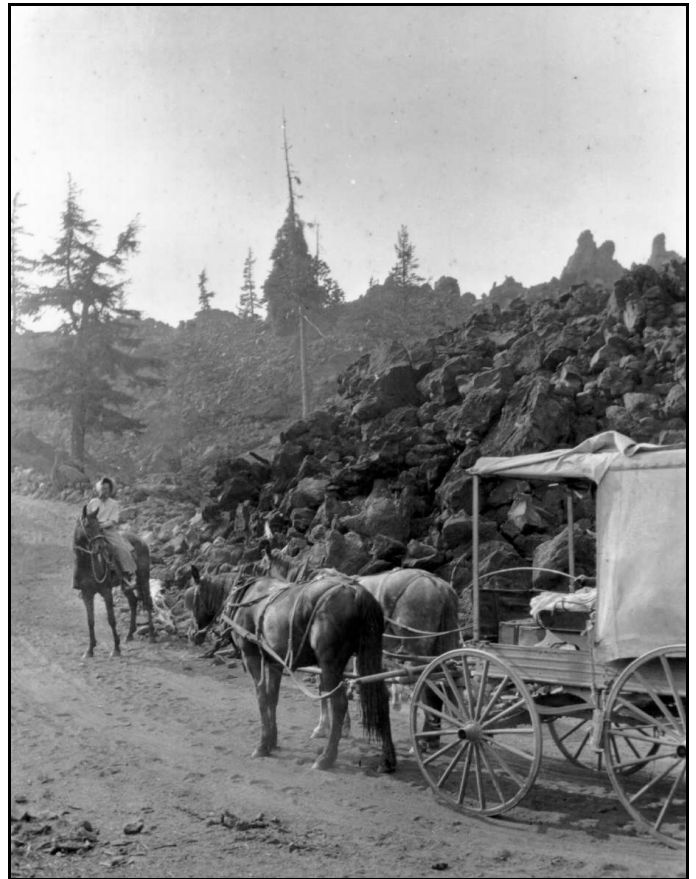
It was a general belief among people who knew him that Craig was eccentric. In one early account reference was made to Craig's “bedroom” near the summit of the pass—a hollowed cedar where he found shelter on occasion.

## 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 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.



McKenzie Wagon Road

## 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.

### **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.

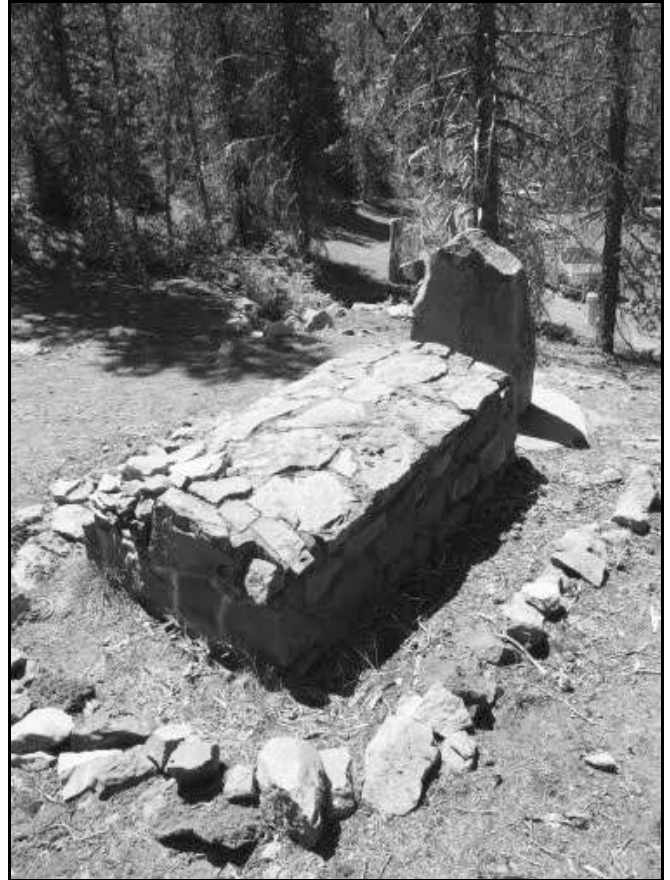
### **Company Disbanded**

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.

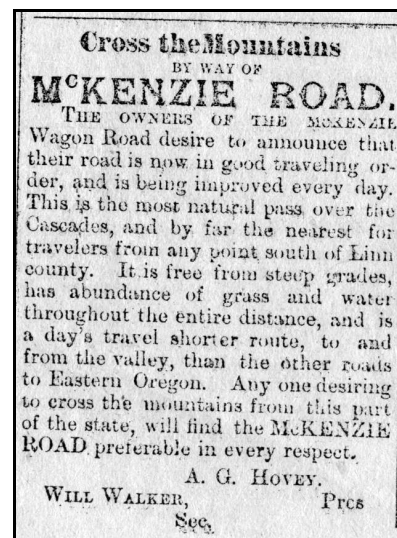
The potential value of the McKenzie road was not fully realized until 1920, however. After considerable discussion and urging, mostly by Lane County people, the road was incorporated by the Oregon state highway system. During the next five years it was relocated, widened, and improved. The McKenzie Highway, 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.



John Craig Memorial near McKenzie Pass





# Summer Programs

Location:

**Bowman Museum**

(246 N. MAIN ST. PRINEVILLE, OR)

## UNSPOKEN GRIT: CROOK COUNTY

Friday, June 20 | 6 pm

Unspoken Grit: Crook County, a powerful new documentary that captures the heart and resilience of our community. Explore the personal stories of our local residents and their unique definition of grit—unfiltered, honest, and deeply rooted in the Crook County spirit.

## AROUND THE CAMPFIRE: COWBOY POETRY OPEN MIC

Saturday, June 28 | 1 pm

Celebrate 80 years of the Crooked River Round Up with Around the Campfire: Open Mic! Enjoy Western music, cowboy poetry, and good company. Share a song or story—or just relax, laugh, and honor our Western roots with friends and neighbors.

## LAVENDAR WREATH MAKING

Saturday, July 26 | 1 pm

Come get crafty with us and our wonderful host, Patti Smiley of Smiley's Lavender Farm! We'll dive into the timeless tradition of lavender wreath making—learn the history, enjoy the scent, and create a beautiful wreath of your own to take home

## HISTORY OF TIMBER INDUSTRY PART 1: THE RISE OF THE TIMBER INDUSTRY

Thursday, July 17 | 6 pm

Join historian Steve Lent and John Shelk (partner-Ochoco Lumber Company) for a deep dive into the rise, operations, marketing, and decline of the timber industry in Crook County. This four-part series will explore the key players, economic impact, and lasting legacy of this once-thriving industry.

## STAKING THEIR CLAIM: BLACK HOMESTEADERS OF OREGON

Monday, July 28 | 6 pm

Join us to explore the powerful stories of Oregon's early Black homesteaders and learn about Oregon Black Pioneers' new project, Staking Their Claim. Discover their history, challenges, and lasting legacy.

## HISTORY OF TIMBER INDUSTRY PART 2: WORKINGS OF THE TIMBER INDUSTRY

Thursday, August 21 | 6pm

Join historian Steve Lent and John Shelk (partner-Ochoco Lumber Company) for a deep dive into the rise, operations, marketing, and decline of the timber industry in Crook County. This four-part series will explore the key players, economic impact, and lasting legacy of this once-thriving industry.



# Trip Over Santiam Cascades Took Three Days in Old Days

from *Bend Bulletin* 1953

Memories of rugged trips over the Santiam divide, up Seven Mile Hill and past Tombstone Prairie, are held by Guy W. Jordan, Corvallis businessman whose father in 1896 erected the log building that still stands on Cache Creek of the Sisters country.

The Deschutes county community of Cloverdale was named after the Jordan ranch, filed on more than half a century ago.

"I came to Oregon with my parents when I was six years old, and arrived at Sisters in the summer of 1896," Jordan recently recalled. "We traveled by team and covered wagon, starting from Burlington Colorado, and stopping for a time at Ordway to add other wagons to the caravan that came to Oregon via Monarch Pass. We took the old Santiam Pass at Sisters and stopped for the night at the Cache Creek toll station, then under the control of Bob Booth. The following morning, Mr. Booth entered into a deal with my father to build the log house that still stands as a land mark at a once popular stopping place for weary travelers.



Wagon camp near a bridge on Santiam Wagon Road 1895

"When the construction work on the log house was finished, it was too late in the year to go back over the pass, so we turned back to Sisters for the winter. My first school in Oregon was in the little school house on the south bank of Squaw Creek, and on the west side of the road.

"Sisters in those days consisted of a general store run by Bob and Alex Smith, a half dozen houses and the school. Before spring, my father filed on a homestead five miles east of Sisters and named it the Cloverdale farm. This community has since been known as the Cloverdale district. The Cloverdale school is just across from the old homestead.

"My father hauled freight for the Smith Brothers, from Prineville to Sisters. The Dalles was the nearest railroad station until the line was built to Shaniko, after which most of the freight was hauled by team and wagon from Shaniko.

"The road to Prineville crossed the Deschutes River at

Tetherow Bridge, which was about one day's drive from Sisters. That was several years before Redmond was founded.

"Crook County was a wild country in those days, and many a boot heel was shot from its resting place. But there were also many fine people in the community, and the J.W. Wilt family were among these. Two sons, Jesse and Clarence, now live in Corvallis, and Will lives near Albany. Their father was known to me as Uncle John and his wife was Aunt Beckie.

"Uncle John in early days was road supervisor for the McKenzie Pass area, and his engineering integrity, which did not come from books, prompted him to build the road through the lava beds, up on top of the ridges, so the snow would blow off into the low places, thereby permitting early and late passage over the mountains.

"It was common in those days for the settlers to go to the Willamette Valley to trade, and especially to get fruit. It was a three and a half days' journey, by either the McKenzie or Santiam route.

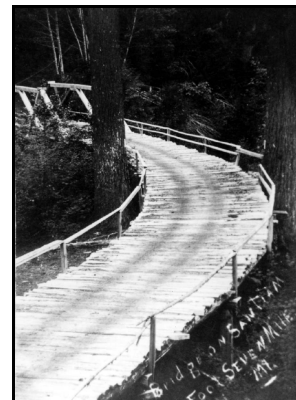
"My travel from the sisters area was over the Santiam Pass and it was a big day's drive to Fish Lake. The second day we passed such landmarks as Tombstone Prairie, Sand Mountain and Seven Mile Hill. With the second night's stop either at Mountain House or Upper Soda.

"Sand Mountain was one of the rough spots for the early-day travelers. It was about three miles across, and was very hard on horses. Seven Mile Mountain was the most talked of, as it was a stretch of road with few places wide enough to pass another wagon. It was very rocky, and steep in places.

"The third day out on our trip west from Sisters we followed the Santiam river over dirt roads, and Lower Soda (now Cascadia), was generally reached by noon, and the third night was spent in the Lebanon area.

"Upkeep of the mountain road came from the toll received at the Cache Creek station east of the mountains and the Lower Soda toll station on the western slope.

"When I first came to Sisters, there wasn't any Bend, and when I left Sisters in 1902, Bend consisted of a cross-roads store and a post office.



Half Moon Bridge near Seven Mile Hill on Santiam Wagon Road 1890