

Crook County Journal.

A. C. PALMER
Editor and Publisher.

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Smith's Reception.

Wines, Liquors,
Domestic and
Imported Cigars.
The Celebrated
A. P. C. Bear
Always on Hand.

Prineville, Ore.

O.R.&N. OREGON SHORT LINE AND UNION PACIFIC

Neval-Oregon California Railroad Aiming for Prineville.

San Francisco's efforts to get the trade of Eastern Oregon are said to lie at the bottom of the troubles of the Columbia Southern railroad. The Columbia Southern is projected through the state to Lakeview and Klamath Falls. The Nevada-Oregon-California railway, a narrow gauge line that extends northward from Reno, Nev., to Terrebonne, a distance of 130 miles, is also aiming for the same territory, its right-of-way agents being now in the field in the vicinity of Silver Lake, Lake county, on the way to Prineville. The building of that road would mean the draining of that vast region to San Francisco, through Reno Junction on the Central Pacific. The Columbia Southern has the best start for that field, and it is the game of the San Francisco interests to block it with litigation until the other line shall get command of the situation.

This purpose of interests adverse to Portland and Oregon is believed to have been revealed by the suit brought last week in the United States court here by Chas. Altschul and Thomas D. Rambant against the Columbia Southern, asking that a receiver be appointed to take charge of the affairs of the company. Their ground for this action is that they are stockholders in the company, and they deplore course of the present management of the corporation to be prejudicial to their interests.

Altschul's home is in San Francisco. He owns about 455,000 acres of land in Oregon that could not but be immensely benefited by the building of any railroad to it. The Columbia Southern is yet 50 miles away from Prineville, but it has a route surveyed through that town to the southern border of the state. How the building of the Columbia Southern, or any other railroad, to Prineville could injure Altschul's land grant is hard to understand. It is said that he is interested in the Oregon-California-Nevada road, which would explain his attitude. Any railroad would benefit him greatly, but his own line, that would open up and handle a large volume of trade, for his own town, would be of his preference, and his purpose would be served by delaying the progress of the Columbia Southern until his own road should be securely in the field. This is the explanation given by men who lay claim to inside information of the situation. Success of the Columbia Southern would mean bringing a large area of Eastern Oregon into close touch with Portland; its embracement would mean the draining of that region to San Francisco.

The people of Eastern Oregon desire an outlet to Portland and are friendly to the Columbia Southern. Like any other people similarly situated they will patronize a California railroad if they must. It means much to Oregon to have trade relations between its own people—Oregonian.

Every team has them—foals. They are old formations that sit around and kick in everybody and everything. They care nothing whether the town grows or goes back. They never go to church or anywhere else. They discourage every young man that makes an effort to be somebody. Life holds no charm for them and they make no effort to help others on. Everything and everybody is made fun of by them. They are of no value and the town and community would be better off if they were dead. None of the foolishness this town will be offended at this for none of them will see it—they don't believe in taking the hindmost.

There are too many in this world who will not eat their bread at the water, unless they are assured before hand that it will come in a few days in full-grown sandwich, all trimmed with ham, a dill relish in a warranty sheet for one-half of the earth and a mug of beer at the other half, etc.

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Billionaires

These used to be valuable cancer cures, but now they have lost their efficacy, and they have been taken off the market. They will never be written in the book of life again.

CANDY CATHARTIC
Ascoraceto
TRADE MARK REGISTERED

Patented Patent Office, U. S. Pat. Off., Reg. No. 10,000,000.
CURE CONSTIPATION.
Cure Company, Chicago, Illinois, U. S. Pat. Off., Reg. No. 10,000,000.
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