

County Court Proceedings.

The regular term of the county court for the July term was convened on Wednesday, July 3, 1901, there being a full board present and the following proceedings were had:

In the matter of error in tax roll of 1899 in relation to city taxes of Quong Hing & Co., it is ordered that the clerk of this court credit the roll of 1899 in the sum of \$16.40 and charge the sheriff in the same amount on account of error in assessment of Quong Hing & Co.

In the matter of petition of D. F. Furr, rebate of taxes; it is ordered that the clerk draw a warrant in favor of D. F. Furr in the sum of \$4.47 as rebate on taxes.

In the matter of the viewers of the G. W. Jones et al road, report of viewers read and approved and ordered that the same be a public highway and that the clerk furnish the supervisor a list of petitioners.

In the matter of petition of O. C. Hale et al for county road, ordered that the same be dismissed for the reason of a defect in the description and defect in proof of publication.

In the matter of report of viewers of the Charlotte Hanna road, report read and approved and road ordered opened and clerk ordered to furnish supervisor list of petitioners.

In matter of wrongful assessment of F. A. Powell, ordered that the clerk credit the sheriff on the roll of 1900 in the sum of \$11.32 wrongful assessment of F. A. Powell.

In the matter of wrongful assessment of G. W. Wiley, ordered that the sheriff be credited on the roll of 1900 in the sum of \$54.40 as per affidavit on file.

In the matter of wrongful assessment of A. C. Palmer, ordered that the sheriff be credited on roll of 1899 in the sum of \$4.83 as per affidavit on file.

In the matter of wrongful assessment of J. A. Moffitt, ordered that the sheriff be credited on the roll of 1900 in the sum of \$5.66 as per affidavit on file.

In the matter of wrongful assessment of William Marks, ordered that the sheriff be credited on the roll of 1900 in the sum of \$8.25 as per affidavit on file.

In the matter of wrongful assessment of A. G. Kibbee, ordered that the sheriff be credited on the roll of 1900 in the sum of \$3.75 as per affidavit on file.

In the matter of wrongful assessment of T. M. Baldwin, ordered that the sheriff be credited on roll of 1900 in the sum of \$8.31 per affidavit on file.

In the matter of wrongful assessment of M. C. Nye, ordered that the sheriff be credited on roll of 1900 in the sum of \$39.50 as per affidavit on file.

Court here adjourned until Friday at 9 o'clock, a. m.

Court met pursuant to adjournment the full board being present.

In matter of petition of Frank Forest et al for a county road, John Isham, Jack Harris and Samuel Newsum appointed viewers and C. A. Graves surveyor to meet at place of beginning on July 15, and view said road.

In the matter of wrongful assessment of J. N. Teal, ordered that the sale of the SE 1/4 SE 1/4 of sec. 21, tp. 9 s. r. 14 e, be canceled for the reason that the property at the time of assessment was the property of the B. S. & L. Co. and they were assessed for the land and have paid taxes on same for 1897.

In the matter of cancellation of certificates numbers 141, 169, 177 and 189, ordered that said certificates be and hereby cancelled for the reason that at the time of the assessment the land sold was the property of the B. S. & L. Co. and that it was assessed for and paid the taxes on same for the years for which they were assessed.

In the matter of the payment of labor on Robinson road, ordered that the clerk draw a warrant on the road fund in the sum of \$150, to be expended in opening the said Robinson road warrant to be payable to W. C. Wills, and to be used in payment of labor on said road and that said W. C. Wills return vouchers for the money paid out to this court for final examination.

In the matter of settlement with the sheriff for roll of 1896, ordered that the sheriff be credited on the roll of 1896 in the sum of \$8.48, leaving balance of \$562.99 yet uncollected.

Same, for the year 1897. There being nothing collected on said roll.

Same for the year 1899, ordered that the sheriff be credited on the roll of 1899 in the sum of \$1877.97 leaving a balance of \$1020.20 uncollected and credited with \$41.44 on the sheriff's assessment and \$39.46 as wrongful assessment on the regular roll.

Same, for the year 1900, ordered that the sheriff be credited on the roll of 1900 with the sum of \$2452.44 and on the sheriff's assessment in the sum of \$145.72 and as wrongful assessment \$117.94 and be charged with the balance on the regular roll uncollected in the sum of \$14832.87.

Same for the year 1898, ordered that the sheriff be credited on the roll of 1898 in the sum of \$4.48 leaving a balance of \$614.77 uncollected.

In the matter of attachment of new warrants to the rolls of 1896, 1897, 1898 and 1900, ordered that the clerk attach new warrants returnable in sixty days from the 19th day of July 1901.

In the matter of claim of R. P. Johnson for viewing road. It appearing to the court from the records that the viewers were not notified to appear July 21 1900, there could be no legal meeting, but the time was set for Sept. 22 and the records show that all bills have been paid on account of said review.

In the matter of error in settlement with the sheriff on roll of 1899, ordered that the sheriff be credited on roll of 1899 in the sum of \$4.16 error in Jan. term 1901 settlement on rebate on taxes.

The court having examined the certified statement of the sheriff of monies collected from other sources than on the rolls in his possession find the aggregate received to be \$284.41 and that the same has been turned in to the treasurer and a receipt filed with the clerk. Said money was received between Jan 1 and July 1 1901.

In the matter of confirmation of tax sale, ordered that the sales of property heretofore made upon executions issued out of this court for the sale of real property for taxes that have not heretofore been confirmed is at this date and time confirmed July 8 1901.

The following bills being presented to the court for consideration, ordered that the following named persons be allowed the sums set opposite their respective names and the clerk is ordered to draw warrants for same:

Glass & Prudhomme, road...	80
blanks.....	80
F M Mitchell, teachers ex....	9 00
W C Wills cash for cleaning courthouse.....	1 50
P B Poindexter meals and beds for jury.....	26 75
M L Chamberlain list of lands	8 30
Bill Cannon, witness fees.....	9 00
J A Gibson " " " "	11
E W Nelson " " " "	8
W H Post " " " "	8
Joseph Post " " " "	9 40
John Hoffman " " " "	12
J H Kelly " " " "	7 00
A J Gibson " " " "	5 70
J W Wimer " " " "	8
Lewella Wimer " " " "	8
Roscoe Knox " " " "	7 60
Geo Knox " " " "	7 60
H E Rannell " " " "	16
John Fryrear " " " "	3 80
L V Bailey " " " "	17
Manda Linton " " " "	19
Mabel Dunn " " " "	10
C P U'Ren " " " "	16
Geo Taylor " " " "	11 40
W T E Wilson " " " "	12
O D Allison " " " "	12
Alex Smith " " " "	12
Mrs S E Taylor " " " "	11 20
W N Cobb " " " "	9 40
R E Stuart " " " "	11 40
T W Briggs " " " "	12
Elmer Clark " " " "	12
W F Fryrear " " " "	10 50
Ettie Fryrear " " " "	10 50
J W Howard " " " "	4
S J Newsum " " " "	2
G W Gibson " " " "	2
E B Knox " " " "	15 60

Prineville-Shaniko Stage Line.

DAILY BETWEEN PRINEVILLE AND SHANIKO.

SCHEDULE.

Leave Shaniko, 6 p. m. Arrive Prineville, 6 a. m.
Leave Prineville 1 p. m. Arrive Shaniko, 1 a. m.

First class accommodations for the traveling public.

PASSENGER AND FREIGHT RATES REASONABLE.

Adamson & Winnek Co., Agents.

G. M. Cornett, Manager.

City Barber Shop.

Powell & Cyrus, Proprietors.

Hot and Cold Baths. Prineville, Ore.

B S Kelsay	75 80	skilled hands handle the machinery with apparent ease. The work of digging for oil is begun by "spudding in" as the technical term goes. A steel bit, weighing nearly 1000 pounds and seven feet long is raised several feet by the engine and dropped. This goes on rapidly, the driller turning the moving drill with his hands. The bit is suspended from a solid steel stem thirty feet long and this from a manila cable reaching through the pulley at the top of the derrick. After the drilling is started the walking beam is hooked on and different kinds of bits are used. A suction pump lifts the sand and water out of the well and will lift a ton at once to begin with. It would be impossible to handle a metal rod 1000 feet long with a bit on it, and a cleverly contrived two-piece bit or drill is operated at this depth on the end of a great manila cable or rope.
H Bilyeu	10	
John Bilyeu	10	
C H Crain	11 60	
F M Thompson	26	
Jerry Cochran	26	
Wm Walker	26	
P G Ryaning	17	
Dell Eads	17	
S J Everett	2	
Mrs E M Bruner	31 40	
S J Newsum	2	disal'w
C C O'Neil	4	
P L Pitner	19	
Wm Davidson	17	
M J Wilt	2	
D Schafer	9 20	
D Scott	14	
J A Little	16 40	
H C Rooper	15	
Willis Roberts	33	
John Dodling	33	
J W Robinson	29	
Frank Whitney	29	
Ed Mullarkey	33 15	
Wm Good	45	
Chas Hamilton	32	
C F Hamilton	22	
T S Childers	22	
J W Jamison	30	
John Creegan	32	
Thron Thronson	29 60	
D McCarty	19	
J H Rodenhiser	23 50	
F Warnock	6	
Mrs Dell Eads	17	
F Bruner	4	
W Sampson	47	
C A Graves	50	
E L Bradford	10	
C A Graves	5 20	
T J Ferguson, juror's fees	21	
A Fogle	21	
B D Gillenwater	9	
H Grimes	21 20	
S J Clemens	30	
B F Jones	14 60	
R A Merchant	7	
J B Merrill	22 40	

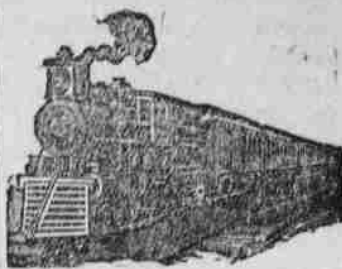
(Continued next week.)

How They Bore For Oil.

A derrick is usually built to a height of 75 feet, strongly and substantially constructed of heavy timbers, and there are 17 tons of miscellaneous machinery in addition to that goes to make up the plant, including a 35 horse power boiler and 23 horse power engine. The modus operandi of drilling will be of special interest at this time. Under the derrick is the bull wheel and windlass, and so completely reduced to a system is the drilling process that several

skilled hands handle the machinery with apparent ease. The work of digging for oil is begun by "spudding in" as the technical term goes. A steel bit, weighing nearly 1000 pounds and seven feet long is raised several feet by the engine and dropped. This goes on rapidly, the driller turning the moving drill with his hands. The bit is suspended from a solid steel stem thirty feet long and this from a manila cable reaching through the pulley at the top of the derrick. After the drilling is started the walking beam is hooked on and different kinds of bits are used. A suction pump lifts the sand and water out of the well and will lift a ton at once to begin with. It would be impossible to handle a metal rod 1000 feet long with a bit on it, and a cleverly contrived two-piece bit or drill is operated at this depth on the end of a great manila cable or rope. A pulley fastened on the top of the derrick affords means of handling the long stems and pieces of casing which go into the ground. These sections of steel casing are forced down the well as it is dug for the purpose of keeping out sand and water. The first sections are sent down the well by those driven on top of them, and as increased depth is reached and smaller drills used, the smaller casings are put through the larger. The steel casing in a deep well is the most extensive part of the plant. The rapidity with which a well may be driven is regulated by the formation encountered. A comparatively general estimate has it that 1000 feet depth should be reached inside of two months' drilling, barring mishaps to machinery which sometimes occur. The "spudding in" is begun with a 14 inch drill, which it is expected to run until a depth of 500 feet is reached and the water shut out. Then the size of the casing is reduced to nine and five-eighths inches and afterward as depth increases the casing is reduced to 7 1/2 and then to 5 1/2 inches, which is the smallest bit used, and then only in case a depth of 2500 feet or more is required.—Ex.

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Columbia Southern RAILWAY

Effective 12:01 A. M., September 9, 1900.

South Bound	South Bound	STATIONS	North Bound	North Bound
Daily Freight	Daily Pass.		Daily Pass.	Daily Freight
Arrive	Arrive		Leave	Leave
7:30 a.m.	1:34 p.m.	Biggs	11:25 a.m.	3:40 p.m.
8:00 a.m.	1:59 p.m.	Gibbons	11:50 a.m.	4:12 p.m.
8:30 a.m.	2:14 p.m.	Wasco	12:15 a.m.	4:36 p.m.
8:45 a.m.	2:27 p.m.	Elroy	12:30 a.m.	4:49 p.m.
8:54 a.m.	2:33 p.m.	Summit	12:35 a.m.	4:55 p.m.
9:08 a.m.	2:45 p.m.	Mayfield	12:45 a.m.	5:07 p.m.
9:12 a.m.	2:48 p.m.	Medford	12:52 a.m.	5:13 p.m.
9:25 a.m.	2:59 p.m.	DeMoss	1:00 a.m.	5:22 p.m.
9:50 a.m.	3:05 p.m.	Moro	1:09 a.m.	5:30 p.m.
	3:15 p.m.	Erskine	1:20 a.m.	
10:30 a.m.	3:44 p.m.	G's V'y	1:35 a.m.	1:00 p.m.
	4:06 p.m.	Bourbon	1:55 a.m.	
	4:26 p.m.	Ontherie	2:10 a.m.	
	4:40 p.m.	Wilcox	2:31 a.m.	
	5:29 p.m.	Shaniko	3:05 a.m.	

EO. H. MOHLER, Gen. Manager. D. J. HARRIS, Superintendent.

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



DEPART	TIME SCHEDULES	ARRIVE
	Portland, Or.	
Chicago Portland Special 9:00 a. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	4:30 p. m.
Atlantic Express 9:50 p. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:40 a. m.
St. Paul Fast Mail 6:30 p. m. via Spokane.	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	7:30 a. m.

OCEAN AND RIVER SCHEDULE FROM PORTLAND.

8:30 p. m.	All sailing dates subject to change. For San Francisco—call every 5 days.	4:00 p. m.
Daily Ex. Sunday 8:00 a. m. Saturday 10:00 p. m.	Columbia River Steamers. To Astoria and Way Landings.	4:00 p. m. Ex. Sunday
6:00 a. m. Ex. Sunday	Willamette River. Oregon City, Newberg, Salem, Independence & Way Landings.	4:30 p. m. Ex. Sunday
7:00 a. m. Tues., Thur. and Sat.	Willamette and Yamhill rivers. Oregon City, Dayton & Way Landings.	4:30 p. m. Mon., Wed. and Fri.
6:00 a. m. Tues., Thur. and Sat.	Willamette River. Portland to Corvallis & Way Landings.	4:30 p. m. Mon., Wed. and Fri.
1 p. Riparia 2:35 a. m. Daily	Snake River. Riparia to Lewiston	Lv. Lewiston Daily 9 a. m.

W. J. Lawrence, Agent, Biggs, Oregon.

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