

### Oil for Locomotive Fuel on the Columbia Southern.

President E. E. Lytle, of the Columbia Southern Railroad, is making arrangements to introduce oil for locomotive fuel on his road. It is likely that two of the engines of the line will be equipped for burning oil before the middle of July. The fuel will be tested on them before its use will be extended further on this road.

This move is not made so much on the ground of economy in fuel as it is for the safety of the country through which the railroad operates. In the dry season, when the grain is ripe, and even after harvest where long stubble is left, there is always danger of fire from sparks dropped by the locomotive. It is necessary to employ a special watchman on every freight train in the season when grain is ripe and dry, whose duty it is to remain at the rear end of the train and watch for sparks from the locomotive. If fire starts the watchman pulls the air valve and leaps from the moving train with an armful of wet burlaps carried along for the purpose and rushes off to smother the flames. Other train hands follow with more of the wet burlaps as soon as the train stops, and the force works until the fire is entirely extinguished. Then the train resumes its way. All this is expensive and annoying, but it is cheaper than paying for burned crops. Oil-burning is deemed still cheaper.

The coal available for railroad consumption in this country is so light that locomotives are sure to blow live cinders from the smokestack when ascending grades or pulling heavy loads. When Roslyn coal was used in Eastern Oregon the danger was great enough, but now Wyoming coal is used and that is even lighter than Roslyn, though in some respects it is better fuel. Three barrels of petroleum are said to be equal to one ton of mine run coal for locomotive fuel. This can be put in the locomotive tanks for a little more than \$1 per barrel, which will bring its cost below the present price of coal. Of course, each locomotive must be equipped for burning the oil, which will cost several hundred dollars for each engine.

The O. R. & N. Co. is also considering the matter of introducing oil for engine fuel on its lines.

The Associated Oil Company, of San Francisco, is trying to extend the consumption of fuel oil in the Pacific Northwest, and it is said that concern is arranging for a line of tank steamers to ply between Portland and San Francisco for the purpose of transporting the oil. The rail rates are too high to admit of extensive use of oil for fuel now, but large consumption is looked for when it can be delivered at less cost.

### Tariff and Trust Issue.

In respect to a revival of the Tariff issue it may be assumed that the American people know a good thing when they have it in hand. They will not soon forget the paralysis of American industries caused by the Tariff the Democrats formulated when they last had the opportunity. It required some years, even after the Cleveland-Wilson Tariff was abolished, for the country's industries to rally from its blighting effects. But gradually, under the revivifying influence of a Republican Tariff, normal conditions were restored, and as a consequence we to-day see the era of greatest prosperity ever enjoyed by the American people. It is equivalent to an intimation that the people have "gone daft" to assume that that they would be willing to exchange present Tariff

conditions for the paralyzing system that wrought disaster before.

So far as the trust issue is concerned, it would be a lucky thought but for one fundamental drawback. That issue was promptly pre-empted by the Republican party at a time when the Democrats spurned it. The anti-trust measure, known as the Sherman act, was passed by a Republican Congress, was totally ignored by a subsequent Democratic administration, and now it is being vigorously enforced by the Roosevelt administration.—Los Angeles "Herald."

### Widely-Known Pioneer of Crook County Dead.

Edward Evans McClure, a pioneer of 1851, who died on June 22, at Hay Creek, Crook County was a well-known pioneer. While his final illness was only of three days' duration, yet he had not been in robust health for several years. Not being given to making complaints, he went about his business with a cheerful spirit, and always had a pleasant word for any acquaintance, and an especially warm place in his heart and sympathies for all old pioneers. He was born at New Martinsville, Tyler County, in what is now West Virginia, on September 30, 1842, and came with his parents across the plains to Oregon in 1851, and settled in Albany that fall, when there were but six families besides his own there. Mr. McClure descended from Scotch-Irish stock. His ancestors were among the earliest settlers in Western Pennsylvania, and a number of them occupied positions of high honor and trust in that region. His father, Denny Hogue McClure being a most excellent mechanic and builder, young Edward very naturally selected the same vocation and followed it for many years. In 1867 he was married to Miss Elizabeth Margaret Hill, a daughter of Nevil Hill, a pioneer of 1853, who was well known in legal circles.

In 1878 Mr. McClure removed from Albany to Portland and soon afterwards was made superintendent of construction for the river service of the Oregon Steam Navigation Company. During the 15 years he was thus employed, he had large numbers of men under his supervision. By his tact, uniform courtesy and consideration, he avoided all friction with those under him, and was always able to secure the best service possible for his company. After he resigned his position, he engaged in the lumber business for several years.

Opportunity offering to resume his former vocation, he engaged in construction work in various localities, and about five years ago he was in British Columbia following the same pursuit. In 1900 he was made superintendent of construction by the Central Navigation & Construction Company. He had private interests in the vicinity of Hay Creek, and was there examining into his affairs at the time of his death. Mr. McClure's mother was a daughter of Rev. Edward Evans Parrish, who came to Oregon from Ohio in 1844, and settled in Parrish's Gap, Linn County. Intelligence, industry and integrity were the watchwords of Mr. McClure's life, and he will be sadly missed by those who have the privilege of being counted among his friends.

### The Food Trust.

The opponents of the administration pretend to believe that the meat trust can be demolished by repealing duties on imports of meat. These advocates of free-trade in meats, or in other things, do not explain why putting meats on the free list would bring that article under the operation of law, while it is well known that the two most

absolute trusts in the country deal in domestic products that are exposed to foreign competition. The Standard Oil Trust has made several owners of its stock multi-millionaires. The principal owner and manager is considered by men in a position to know the richest private man in the world. Whether or not he is the richest, he is among the richest, and he has made his millions out of oil. A monopoly of that native product has enabled his company to fix a price upon an essential article in common use by perhaps 10,000,000 American families. If trusts are, as is claimed, the creature of the Tariff laws, why not annihilate this trust which derives no benefit from any Tariff law? The anthracite coal trust was organized under free trade conditions. The duties on soft coal do not afford the hard coal of Pennsylvania any real protection. Why, then, if the trusts depend upon duties for profits, not proceed against the anthracite coal trust? The meat trust is protected by a duty of 2 cents a pound. When there is a rise in meat prices of more than 2 cents a pound the Tariff does not stand in the way of importations of meat. The meat trust, in imitation of the Standard Oil Trust and the hard coal trust, fixes prices of cattle and dressed meats by combinations which restrain trade. The cattle raisers cannot deal with butchers or the butchers with cattle raisers without exposing themselves to reprisals on the part of the meat trust. On one side there is a combination, and on the other individual action. The individual, be he cattle raiser or butcher, finds his principal market closed against him if one deals directly with the other. But the advocates of the repeal of meat duties have never shown how the repeal of these duties would break up the combination by which cattle raisers and cattle buyers are prevented from trading directly with each other.—San Francisco "Bulletin."

### The Wool Clip.

According to Baker City advices the wool clip to be marketed there this season is larger and better than for 10 years, says the Penitentiary East Oregonian. The mild winter was in every way favorable to the sheepowners. The wool being exceptionally clean, owing to the fact that the weather was mild and the feed on the ranges was better than usual. The sheep came through the winter in fine condition—the wool is longer and finer than usual.

S. H. Heilner, the pioneer wool buyer of Baker City, estimates the clip of that vicinity at 1,200,000 pounds. He has contracted for about 600,000 pounds of the best grade of wool, which he is now receiving and storing in his warehouse. This year Mr. Heilner is buying the wool outright, with the intention of holding it for some time, or until the market shall be such that he can dispose of his holdings at a profit. He is paying 11 to 13 cents per pound for the best wool. He has bought the wool of Castady & Carson, 3,000 pounds, Lee & Bennet, 30,000 pounds, and W. G. Ayers 130,000 pounds; besides a number of smaller clips.

Mr. Heilner says that in all his years of experience as a wool buyer in this market, he has never found the wool so free from dirt as it is this season.

Murphy & Stuchell have contracted for over 400,000 pounds of wool on consignment, a large quantity of which has already been received. They are sending considerable wool to the woolen mill at Portland. They shipped seven carloads last week, and will have as

many more to ship this week. They also find the wool in fine condition this season.

Besides the splendid yield of wool, the sheepowners are congratulating themselves on the large percentage of increase in their herds this Spring. The average is above 100 per cent. This unprecedented increase is due to the exceptionally fine weather during the lambing season.

The income from the wool clip will net woolgrower who market their wool in Baker City about \$150,000 this year, and is only a small portion of the wool in Eastern Oregon; thus some idea of the magnitude of the wool industry of Eastern Oregon can be obtained by comparing this market with that of several other places, where the value of the clip will be considerably more, simply because there will be no more wool.

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### Dissolution Notice.

Notice is hereby given that the firm of Wakefield & Starr is this day dissolved by mutual consent, C. W. Starr retiring—E. Z. Wakefield collecting all bills and paying all indebtedness of the late firm.

E. Z. WAKEFIELD.  
C. W. STARR.

### Dissolution Notice.

Notice is hereby given that the firm of Michel & Riser known as the Bee Hive is this day dissolved by mutual consent, O. M. Riser retiring, J. Michel collecting all bills and paying all indebtedness of the late firm.

O. M. RISER.  
J. MICHEL.

### Around the Capital.

We will send the value of one dollar and ten cents (1.10) in booklet, containing twenty-seven pen and ink photo-reduced sketches of Washington life by mail for ten cents (cash or stamps). Queen Victoria knighted Sir John Tenniel for similar artistic work in London. (Your editor has sample of this.) NUTSHELL PUBLISHING COMPANY, 1059 Third Ave., New York.

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