

Crook County Journal.

VOL. VII. PRINEVILLE, CROOK COUNTY, OREGON, APRIL 23, 1903. NO. 19

New Spring Goods

Every Department in our Big Store is full to overflowing with Brand New Spring Bargains. The Ladies will find many New Things. They are too numerous to mention but if you want anything go to the Big Store. They'll have it.

WURZWEILER & THOMSON

Prineville's Leading Merchants

More Railroad Talk

(From the Oregonian.)

The Oregon Railroad & Navigation Company will extend its system into Central Oregon, guaranteeing to Portland merchants control of the trade of this rich section and making its rapid development certain. This decision of the officers of the company has just been announced. The proposal to extend has been under consideration by the company for some time, but until today nothing definite has been given out that would reassure Portland jobbers and wholesale men. The absolute promise of an extension has now been made.

To T. B. Wilcox, who came to New York as the representative of the Chamber of Commerce, belongs the credit for securing this early announcement of the company's plans, if not the entire credit for putting through the deal. Mr. Wilcox has been in consultation with President E. H. Harriman, of the Union Pacific and chairman of the board of directors of the O. R. & N., relative to the extension for some time, and has now departed for his home with the assurance that the company will do as Portland has desired.

The details of the extension have not yet been worked out, but these will be decided upon immediately. Construction work will be commenced soon.

The Oregon Railroad & Navigation Company has two plans for the construction of this extension which might be accepted. Either would accomplish the result sought and save the trade of the central portion of the state to Portland, cutting off, at the same time, all probability of an extension from California which would divert this trade to San Francisco, or from Idaho, which would send it to Boise or Salt Lake.

The O. R. & N. can either acquire the Columbia Southern, over which there has been a hitch in the proposals for a sale, or it can extend its own system over a survey which has already been completed. The probabilities, Portland railroad men believe, are that the company will make its own extension, though President Lytle, of the Columbia Southern, is now in New York in consultation with O. R. & N. officials.

A matter that stands in the way of the sale of the Columbia & Southern to the O. R. & N. is the valuation which the owners of the property place upon the road. The Columbia Southern is a small road running out of Biggs on the O. R. & N. as far into Central Oregon as Shaniko. The road was originally constructed by the aid of the O. R. & N., which took up the company's bonds and made it possible for the promoters to lay the rails for their line. The O. R. & N. still owns these bonds.

The Columbia Southern has been anxious either to sell to the O. R. & N. or to extend its system far into Southern Oregon, probably going as far as the California line. Not a great deal of work has been done along this line, however, for the Columbia Southern is blocked in its programme by the fact that the O. R. & N. holds its bonds. The company has found it practically impossible to extend without issuing new bonds, and it was insisted these must cover the entire line. The O. R. & N. refused to permit its bonds, based upon the shorter line, to be cheapened by another issue and this attitude of the larger road has held up the Columbia Southern's plans for an extension.

The proposals for a sale that has been under consideration involved the question of railroad passenger and freight rates to such an extent that the two interests have been unable in the past to come together. The Columbia Southern has insisted that after all fixed charges were paid it netted 8 per

cent on the investment and the officials of the company have insisted upon a sale price based upon this showing.

The Columbia Southern has the advantage of being a small road privileged to charge passenger rates of 4 cents per mile and freight rates proportionately large. The O. R. & N., should it acquire the property, would be compelled to reduce passenger rates to 3 cents and a corresponding cut in freight tariffs would have to be made. Computing the earnings of the road on the basis of a reduction in rates, officials of the O. R. & N. have held that it would be impossible to make the road pay the dividends its owners have claimed for it, and the larger system held that the sale price should be based upon this condition.

In the negotiations which have been pending between the Columbia Southern and the O. R. & N., there has crept in the threat of the Harriman system to parallel the smaller line's road, and also an intimation that a line might be constructed from either Payette, on the Oregon Short Line, or Madeline, Cal., on the Nevada, California & Oregon Railroad, which is a Southern Pacific feeder, into the Central and Southern Oregon territory.

The O. R. & N. has gone so far with its proposal to parallel the Columbia Southern as to order surveys for a line, leaving the main line at or near The Dalles and going up the Deschutes River Valley into Central Oregon. From different points in Central Oregon there have been proposals to extend in different directions. The construction of this line has been found to be entirely feasible and the officials of the O. R. & N. are inclined to concede that the Columbia Southern could be built into the same territory upon an advantageous plan.

The threat of the Nevada, California & Oregon Railroad to extend from Madeline into Oregon carried with it the declaration of the Columbia Southern that its line would be continued to meet this system. Should the two smaller lines be able to carry out this plan, the district in Central and Southern Oregon now practically without railroad communication would be given a route almost direct into San Francisco, and the construction of the road would divert a very profitable trade from Portland to the California metropolis. Another proposal for an extension from the Southern Pacific line into this disputed territory has also been discussed, but railroad men have never regarded the probability of its actual construction very seriously.

Another proposal that threatened Portland's interest was for the construction of a branch of the Oregon Short Line from Payette into Central Oregon. Such a line might have connected with an extension of the Columbia Southern and would have to be built south of the Blue Mountain district. But it would open up a country neither of the other plans would tap.

It is evident from the reading of both the special dispatch from New York and Mr. Wilcox's telegram that the O. R. & N. has determined to do whatever railroad building is attempted in Central and Southern Oregon. This determination means to Portland that no outside system will be permitted to interfere with a trade that naturally belongs to this city and indicates the complete success of the plans of the Chamber of Commerce.

Central Oregon is one of the richest sections of country in the West, though at present it is more of a sheep and cattleraising dis-

(CONTINUED ON PAGE 2.)

NEWS BRIEFLY TOLD

Items of Interest Gathered Here and There

Some Stolen, Others Not

Cullings From Our Exchanges—
News Notes of the Week—
Timely Topics.

When Mr. Morgan has finished his \$200,000 home, will Mr. Carnegie give him a few books to put in it?

The nations drink bill \$1,300,000,000 very nearly equals its transportation bill. And who can deny that most of this vast sum was wasted or worse?

President Roosevelt left orders to push the Postoffice Department investigations with unabated vigor and then went away to the wilds of the Yellowstone. Meanwhile the politicians are frothing at the mouth.

Representative Livingston of Georgia says the most important issue at the next session of Congress will be a more elastic currency. For once the democratic Representative is correct, as is proven by the fact that the republican leaders of the Senate are already engaged in preparing a financial bill which will be introduced on the first day of the session.

In 1902 this country was the largest exporter of domestic merchandise in the world, while in 1870 its exports were exceeded by three other nations, France, Germany and the United Kingdom. In favorable balance of trade the United States exceeds all the countries of the world combined. Under such conditions the democratic hue and cry against the protective policy will find little favor.

The gun crews on our warships are doing some extraordinary accurate shooting of late. On the Illinois, firing at a stationary target while the vessel was moving, a score of 12 hits out of 13 shots was made with her 13-inch guns at a distance of five miles. The gunners of the Iowa, steaming at 12 knots past a stationary target, made 30 hits out of 30 shots with 6-pounder rapid-fire guns. This feat was accomplished by three gun crews, each having 10 shots. It beats all records. At San Francisco on Tuesday the submarine torpedo boat Grampus discharged a torpedo at a range of 350 yards and struck a stationary target squarely in the center. Anything like this accuracy of fire during a naval engagement—when as a rule one shot in twenty makes a hit—would make the American battle-ships the terror of the seas.

"Coal for market will come from our mine in the mountains out from Heppner," said C. E. Redfield, who arrived from that city this morning. "There is too much snow up there for us to do anything as yet, but we are all ready to begin work with a full force as soon as the summer season opens, and before winter comes again we will have things in paying shape." The coal deposits of which Mr. Redfield speaks are 21 miles from Heppner, and are not in touch with any railroad line, but he believes a road will be built to them within a short time. "The road will come," he said. "We have no fear about that, for we know we have plenty of coal there, and the moment we prove that, the railroad will build to us to get our business. As yet we have done but little work, but we are only waiting for the snow to go. Heppner coal will be on the market before the end of 1903."—Portland Journal.

Dry Wood At New-som's Wood Yard \$3.25 Per Cord.

Ashwood Cleanings

From the Prospector.

Frank Irvine is in town today, looking after business interests.

Reese and Lester Bryant returned from Antelope last Monday.

James Wood and family returned last Friday from a visit to Prineville and Haystack.

Jim Rice, the genial riding-hoos of the B. S. & L. Company, was in town last Monday.

M. L. Oliver, foreman of the B. S. & L. upper Trout Creek ranch, was in town Sunday.

Larry Maloney, former proprietor of the Hamilton Hotel, has engaged in the sheep business on Cherry Creek.

Machinery is being installed in the smelter plant at Sumpter, and active operations will begin in the near future.

The Morning Star Company have reduced their force while working on the cross cut. They are crosscutting the ledge from the bottom of their 200-foot shaft.

The Golconda Mining Co. which owns the Golconda property in the Sumpter district, has declared a dividend of \$15,000. That means more stockholders made happy.

A meeting of the Dexter Mining Company has been called at this place next Saturday. The company has completed its shaft work to the 200-foot mark, and is now crosscutting the ledge from the bottom of the shaft.

Our citizens are taking every precaution to guard against the introduction of smallpox into this camp. A large number were vaccinated last Monday, taking advantage of Dr. King's presence in camp.

William Powne, of the Morning Star camp was visiting in town Monday, and left in the afternoon for Antelope. He will leave in a short time for an extended trip through the Canadian Northwest territory.

Pete Lehrman, who has been visiting in Prineville, returned to camp last Friday. While in Prineville, he spent some time with his brother-in-law, Howard Dillon, who was ill with what afterwards turned out to be smallpox. As soon as Pete learned that he had been exposed to smallpox, he returned to Prineville, to the great relief of a number of our people who were mortally afraid that he would bring the disease into this camp. Pete is very popular here, but since his exposure to smallpox distance, very decidedly, leads enchantment.

Resolutions of Condolence.

To the officers and members of Ochoco Lodge No. 46, I. O. O. F. We your committee appointed to draft resolutions of condolence on the death of our much beloved brother, Charles E. McDowell, beg leave to report as follows.

WHEREAS, It has pleased our Heavenly Father to call from earth Charles E. McDowell, our well beloved brother;

WHEREAS, His own happy home is now enshrouded in sorrow and gloom, therefore, be it;

RESOLVED, That the sincerest sympathy of this lodge be extended to his sorrowing widow and friends in their bereavement.

RESOLVED, That a copy of these resolutions be spread upon the Journal of the lodge, a copy under the seal of the lodge forwarded to the bereaved family, and a copy printed in the Prineville Review and Journal.

Fraternally submitted in F. L. & T.

ARTHUR HOJMES,
J. H. CROOKS,
CHRIS COHNS.

Ready to Wear Suits at Gormley's

C. J. STUBLING

The Dalles, Oregon

A FEW FACTS

Concerning GREEN RIVER Whiskey

1. GREEN RIVER is pure.
2. GREEN RIVER is perfectly matured.
3. GREEN RIVER has an exquisite flavor.
4. GREEN RIVER is the whiskey without a headache.
5. GREEN RIVER is the U. S. Naval Hospital Whiskey.
6. GREEN RIVER is sold by C. E. McDowell, Prineville.

C. J. Stubling, Distillery Distributor

Distillery Distributor

MAHER & GROSS

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(The Brick Drug Store)

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Ladies

DONT READ THIS

New SPRING HATS at Mrs. Slayton's in the Newest and Prettiest Styles.

A Choice Line of Novelties and Neckwear, and everything City Markets afford.

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FROM EVERY POINT OF VIEW

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from every point of view, McCormick mowers will be found faultless in design, modern in construction and thorough in equipment, with the most practical features. These mowers are so perfectly balanced, so easily operated and do such smooth and even cutting that they instantly become the favorite of every man who buys one.

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Stock boarded by day, week or month. Fine saddle horses and heavy turnouts. Rates reasonable. Good accommodations.

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