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 THURSDAY, NOVEMBER 12, 1903.  
 THE WORLD OF SPEED.

**THE WORLD OF SPEED.**

The world of Graft to all appearances has been superseded of late by the world of Speed—a strenuous effort on the part of the earth's inhabitants to quicken movements, both human and mechanical, to the highest possible extreme.

Lou Dillon has smashed the trotting record, the automobile has flown around a mile track in less than 60 seconds, ocean steamers have left the eddying foam in the wake of their time reducing propellers, and a locomotive has centered the eyes of the world in a record breaking trip across the continent.

So it goes. Force, energy, every physical element in fact is being hurled against the monster time. Faster and faster, and still more fast. It is the slogan of the universe. Humanity is demanding greater speed and is getting it. Where will it end? Even the fast young man is "making good" and will accelerate his movements in the near future if the latest corset advertisements may be taken as an unbiased criterion of present conditions. Hustling, bustling, time-fighting humanity is surely putting in some telling licks in its effort to make the cumbersome earth move faster. A few years ago it seemed as if the minute killer had swung his last stroke, but now the man with deadly designs upon the small and helpless second—and even its fractional parts—has devastated his field and cries for more.

In the language of the Latin scrib, cui bono? Forsooth, what good will come of it all? Suppose we reduce every physical and inanimate movement to the inconceivable speed of electricity. When we eat our meals without knowing it, faster even than our brains can formulate a name for the food that goes into our mouths; when we work, sleep and talk quicker than the vision transcribes the space to the farthest star, who will be satisfied. Only the women. Their sewing bees then will be more animated than a ticker on the board of trade when wheat is in the ascendancy, but patient man will be suffering then, in proportion as he is suffering now, from a superabundant inoculation of this soul-trying, nerve racking, breathless, restless, incessant struggle against time.

**CENTRAL OREGON STILL WAITING.**

President E. E. Lytle of the Columbia Southern has returned from an extended business trip in the East. He maintains a discreet silence as regards the proposed extension of the Columbia Southern into Central Oregon. Good. With the prospects of empty treasuries, as the result of a too much and badly juggled tax law, staring the people in the face, it would not be a very philanthropic move for Mr. Lytle to burden the people with an exhaustive report concerning the Columbia Southern's future fortunes.

However, it is stated that activity may be expected in a short time looking toward the carrying out of the plans of the company. But this is nothing new. Reports of this character have been periodical for several years past. They break out every spring and fall and have been diagnosed as a form of rash which soon passes away leaving no mark on the surface. The present eruption is a little late in coming to maturity, but it will evade the cold weather, no doubt, and leave everything in readiness for the semi-annual report next spring.

Time was when the residents of Central Oregon scanned with feverish interest any news regarding the future building of a railroad into this district. But that enthusiasm has died away so completely that even its ghost is no longer seen. Reports regarding immediate extension are taken with such extremely large doses of salt that all effects are lost. The twenty years of railroad chimeras have created a permanent atmosphere of skepticism which only a strong wind from official headquarters will clear away. When that current is developed Interior Oregon residents will be willing to wash away for all time to come the sins of the railroad transgressor who has made life a burden to them with his reports during the past two decades.

**FIGURES FOR THE STOCKMEN'S MEETING.**

The prospective packing industries of Portland have considerable food for thought in the reports published elsewhere. In the Journal regarding the immense number of leaf cattle and sheep which were shipped out of Southern Oregon last week to California markets. In round numbers the stock which found an outlet through the San Francisco market last week reached 18,000, and it is not unusual at this season of the year for that number to be greatly increased. The figures themselves are the best obtainable criterion of stock conditions throughout Central and Southern Oregon, and the necessity of cheaper transportation facilities and a closer market could not be more strongly urged than by a thoughtful perusal of these shipments.

The stock meeting, which is to be held in Portland in January to consider the advisability of establishing a packing plant in that city, will do well to give the stock interests of this great interior

country its closest attention, for much of its supply will come from this source. But under the present conditions San Francisco affords a better and cheaper market for stock than would Portland were a packing plant in full operation there. And this difficulty cannot be overcome by the mere building of such an industry in this state and an advertisement of the fact to the stock growers who will be expected to furnish the supply. Instead they must be supplied with a mode of transportation for their cattle and sheep, and until such means are provided Oregon stock will find its market elsewhere.

Such is the present status of the stock industry. California claims the many herds which are housed on the Oregon ranges simply because her markets are more easily reached, and this condition is not likely to change until a different manner of transportation is at hand and the stock industry and every other industry have waved a farewell to the isolation which so fearfully handicaps their advancement.

**Regarding the Agricultural Association's New Grounds.**

Prineville, Ore. Nov. 10, 1903.  
 ERROR JOURNAL:

After over a year of persistent effort the board of directors of the Central Oregon Agricultural and Stock Association has succeeded in buying a valuable and very suitable tract of land. It consists of 80 acres near the city, and is well worth the money paid for it. It is covered with a dense growth of sage brush which is now being removed, the contract calling for the completion of this work by January 1.

The tract first purchased was not so easily improved or as near the city and has been sold. Arrangements are now being made to secure water for irrigating purposes, the intention is to sow the entire tract except the race course in alfalfa and other grasses next spring, which will add greatly to the appearance of the grounds and be a source of revenue also. All these improvements will require money and a continued attention from the officers of the association. A payment of fifty per cent of the amount subscribed has been called for, and it is very desirable that the friends of this movement make the payment promptly.

If the people will give this association the support it deserves, grounds and buildings which will be a credit to our county are assured and a successful fair can be held next fall. At one time the intention was to hold a stock show during the recent races, but after careful consideration the project was abandoned, the board concluding to use all available funds on permanent improvement of the new grounds.

T. H. LAFOLLETT, President.

**Additional Locals.**

Judge W. A. Booth is in Portland transacting business.  
 Joseph Lister returned home Saturday after a two days business

visit in the city.

Gilbert Lawson, of Ochoa, is reported seriously ill. Dr. Rosenberg is attending him.

Miss Nellie McDaniels is in Burns where she went to attend the Cornett-Williams nuptials.

Miss Hattie Dempsey, the efficient Claypool teacher, visited friends in the city Saturday and Sunday.

Ward Cram and Melvin Crain returned Sunday from Shaniko where Mr. Cram delivered 51 head of 2 year old heaves to the Union Meat company, of Portland. They averaged nearly 1100 in weight, and were sold for \$3.25.

C. G. Cornett and Miss Ella Williams were married in Burns Wednesday, Nov. 11. The bride is a well known Silver Creek belle, while the groom is the successful owner of the Prineville-Burns stage line. The Journal extends congratulations.

The ten horse freighting outfit, belonging to F. M. Chrisman of Silver Lake, loaded with wool consigned to Shaniko warehouse company, was teleported on the grade near McPherson's ranch on Hay Creek a few days ago. The accident was caused by the horses becoming unmanageable and entailed a loss of \$100 confined to the wagons.

The services at the Union church will be of unusual interest next Sunday morning. The special features of importance will be the ordination by the pastor, Rev. Z. M. Commerford, of J. H. Crooks as elder, and the re-installing of D. E. Templeton. This sacred rite is not often observed and the pastor hopes for a large congregation.

**Residence Property For Sale.**

C. A. Whitsett has a four room house with outbuildings and two lots, which he will sell at a bargain. See him at Salomon, Johnson & Co.'s store.

**Free Holiday Games**  
 Lion Coffee  
 at your Grocer's.  
 Subscribe for the Journal.

**Grand Ball**  
 Given by  
**Juniper Circle 37, W of W**  
 Thanksgiving Evening, November 26, 1903  
**At Glaze's Hall**

Reception committee—Emily M. Cline, Nellie Simpson, Rovia Brink, Jane Harrington, Lillie Jordan, Effie Templeton.  
 Floor Committee—Maude Vanderpool, Sarah Thomson, Julia Lytle, Ethel Liggett, Isa Poindexter, Anna Sharp.  
 Music by SHARP'S ORCHESTRA

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 A Razor Steel Jack Knife With Every Pair. All Sizes and Widths. Price From \$2.25 to \$2.50 Per Pair.  
**We Also Have A Full Line of Mens' Shoes. Also Ladies, Girls and Babies.**  
**CLEARANCE SALE**  
 Of our Summer Hats at Cost in order to make room for our New Line of Winter Goods.  
 Flies carry contagion into your home. Tanglefoot catches them.  
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 Marble and Granite Monuments  
 All Kinds of Stone Work  
**FIRST CLASS WORK AT LOWEST PRICES**  
 Second Street, The Dalles, Oregon

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 Daily Between Prineville and Shaniko  
 SCHEDULE  
 Leaves Shaniko, 6 p. m. Arrives at Prineville 6 a. m.  
 Leaves Prineville 1 p. m. Arrives at Shaniko 1 a. m.  
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**Big Clearance Sale**  
 Owing to the Large Stock of Fall and Winter Goods Constantly arriving, our store room will be overcrowded  
**And In order to Get More Room**  
 For the New Goods, we are compelled to throw all Our Present Stock Of  
**Shirt Waists, Straw Hats, Ladies' Goods**  
 And Many Other Lines Into  
**ONE BIG BARGAIN SALE**  
 THIS SALE WILL CONTINUE UNTIL ALL ARE SOLD.  
**MICHEL & CO.**