

Crook County Journal

MICHEL & CO.

Are You Going to the

FAIR?



If you are, very likely you will need either a

Trunk or a Suit Case

We have them in a number of styles and sizes and prices to suit

| | |
|------------|-------------------|
| TRUNKS | \$4.50 to \$10.00 |
| SUIT CASES | \$3.00 to \$5.00 |
| CLUB BAGS | \$1.00 to \$1.50 |
| TELESCOPES | \$.50 to \$1.50 |

Before Buying Come and Look These Over

Michel & Company | Michel & Company

AUTO RACERS WILL PASS THROUGH CITY

Machines on Speed Trip Between New York City and Portland Will Get Here Next Week.

Two automobiles, which left New York City several weeks ago, and are now racing against time and each other in an effort to reach Portland first and win a purse of \$1000, will pass through Prineville early next week on their way across the mountains to their destination. The route of travel through Eastern Oregon lies via of Burns, Prineville and Sisters. From the latter place the machines will strike across the Cascades to Lebanon, thence to Portland.

The two machines left Omaha a week ago last Tuesday and the last of the week Postmaster Summers received the following letter from James W. Abbott, special agent of the Department of Agriculture, who has the race in charge:

"Very probably you may have learned of the motor race now in progress between New York City and Portland, Oregon, and that it will pass through your place. I have this matter in charge and there have been a great many details which I have been obliged to attend to regarding it. One of the things which has troubled me considerably has been the nature of the road from Prineville west to Sisters across the Cascades to Lebanon. I do not know where or how this road crosses the Deschutes River. I should be very much obliged indeed if you would, upon receipt of this, immediately write me anything which you may know regarding the condition of this road at the present time. It has been definitely decided that the cars would go that way. They are due to leave tomorrow and in the natural course of events ought to reach Prineville in about two weeks, but of course I cannot tell what interruptions or delays may intervene.

"A letter addressed to me at the Idaho, Boise City, will reach me, and I should be very grateful indeed for such a letter."

The day following the receipt of the above, three letters from the automobilists themselves were received telling of their trip through Illinois. The first one bearing date of May 15 is as follows:

Neither "Old Scout" nor "Old Steady" has yet reached Davenport. Roads are very wet and muddy, and both machines and drivers look like clay models, being completely covered with mud and water. Everything is running in good shape, however, and machines are in good condition. Such roads as these give a test that leaves no doubt as to the strength and durability of the Oldsmobile. It is suggested that if another such trip be contemplated, driver's suits be provided as part of the equipment.

Farmers report many crops ruined especially on lower ground, and say that rainfall has been greater than for years. Interest in the trip seems to be increasing day by day, owing to the fact that the machinist accompanying "Old Steady" hails from the Lansing factory of the Olds Motor Works, and Mr. Wigle, the handyman on "Old Scout" comes from the Detroit factory. There is much betting going on among employees of the two factories, as well as among spectators along the road. Have snapshots taken all along the way, both in cities and villages we pass through and in the country. Are being well fed everywhere we stop, and our appetites certainly make this part of the trip pleasurable. All of us are in good health and doing our best to make time in the run.

The letter on the following day reads as follows:

Both "Old Scout" and "Old Steady" are still in the state of Illinois, having got only as far as Mendota Tuesday night, when we had expected to pass Davenport. After having covered in three days the distance between New York and Buffalo that required a week in last summer's endurance run, "Old Scout," closely followed by "Old Steady," ran into the mud belt. Three days and nights of continuous rain converted the streams and rivers of Ohio into raging torrents, and the usual good roads into mud many inches deep. The same conditions have existed since, and in many places the roadway for miles is under water and bridges washed away, making the

roads almost impassible; yet these two little Oldsmobile runabouts, both of which are equipped with seven horse-power engines, are throwing mud right and left and each straining every nerve to reach Portland first, and win the \$1,000 prize offered to the first one in. Both machines are in good condition, and we are cheered on by inhabitants of towns and country we pass through. First one car runs ahead and then the other.

Reporters and cameras awaiting us everywhere, and autoists along the way escort us into each city.

The last letter was written just before Omaha was reached and is given below:

Both "Old Scout" and "Old Steady" are in good condition, but roads are almost impassible. We pulled through 33 miles of the stickiest kind of black Illinois mud on Tuesday, and will not be able to reach Davenport before Friday noon. On several occasions both cars have been in the mud up to their bodies, making it necessary to use blocks and tackle to aid the machines in pulling themselves out.

It was circus day at Earlsville when "Old Steady," driven by Percy F. Mergargel and Bartley Staunfield, stopped for gasoline at the village store. Immediately there was a stampede from the circus ground, and the little 7 horse-power Olds Runabout, that had carried its occupants 1150 miles in eight days, was the center of attraction. Mud is lub deep almost all the way and it takes every ounce of power that can be developed to make headway at many places. Farmers in this section of the country are unable to work their fields on account of the mud and crop prospects are very poor. Reporters and photographers still follow our tracks, and the appearance of our machines is evidence to them of the difficulties we are encountering in our trip. All of us are well and the party on each machine is confident that he will win the prize offered to the first man into Portland.

CATTLE MARKET IMPROVES SLOWLY

The cattle situation in Eastern Oregon is considered very satisfactory though it is admitted by stockmen that there are fewer buyers in the country this year than usual and accordingly competition is not as keen as desired. For the past three weeks there has been very little activity in this county in cattle shipping and no sales of importance have been reported.

Umatilla stockmen have been driving their cattle to the summer ranges the past few weeks and expect to hold them there until later in the year when it is hoped better prices will prevail. The ranges are said to be in excellent condition, grass being rank and abundant.

S. M. Morton, a cattleman of Harney county, who was in the city yesterday said:

"There are many heads of stock in our county ready for the market, all of which are in good shape owing to the moderate winter and exceptional fine range since turning the stock out of the feeding corrals. It is to be hoped that our stockmen may be able to dispose of their stock this season at a reasonable profit and at an early date. Just what effect the present investigation of the beef trust will have on prices this season is not known at present, but early indications point to better prices on all livestock—that is to the producer."

"If cattle buyers come to Harney county and offer prices as good as those paid over in Malheur county, they can secure all the stock for sale at once, no doubt, regardless of what the price might be later."

Mr. Morton found that cattle buyers had taken practically everything for sale along the road from Ontario up to Agency valley, at good figures. The prices paid there were \$15 to \$16 for yearlings, \$21 and \$22 for 2-year-olds, \$30 for 3-year olds and \$21 and \$22 for cows and calves. All the stock on Willow creek and the Agency had been disposed of at these figures and the buyers are in the market for more.—Pendleton Tribune.

DESCHUTES WILL FURNISH POWER

Plans Are Laid to Harness River at Different Points to Supply Current for Electric Line.

In connection with the article published by The Journal a couple of weeks ago to the effect that local businessmen together with eastern capitalists were making arrangements to build an electric line from The Dalles to Prineville, comes the news through the Oregonian of last Monday that A. B. Hammond is interested in the project and that complete arrangements have been made for the erection of immense power plants at several points along the Deschutes river. Electricity will be generated at these places to provide current for the entire line besides furnishing light and power for an immense district lying east of the mountain. The Oregonian says in part:

"If the plans of A. B. Hammond and his associates, both in Oregon and the East, are carried out, it will be but a short time until the railroad question is solved as far as the country between The Dalles and Prineville is concerned.

It has become known that Mr. Hammond is one of the men at the head of a company now in progress of formation which has as its object the establishment of immense lighting and power plants along the Deschutes River for a distance of more than 60 miles, which will furnish power and light for the entire stretch of country east of the river, and reaching back for many miles.

At the present time more than \$200,000 are available for the work and the people back of the movement are busy securing water rights along the river at the most advantageous falls.

The plan, in brief, is to found three great power plants along the river from a point west of Prineville towards the mouth of the river; another point contemplated being at Cline Falls, which is one of the best water power stations that could be found in the state.

It is estimated that it will take approximately \$200,000 to construct the plants, but in view of the promises they would give, it is thought that it will be an easy matter to interest Eastern capital or even local money in a sufficient amount to insure the completion of the project.

According to present estimates and plans, it is said that the power stations will be placed at a total cost of between \$60,000 and \$100,000. These will be able to generate more than 15,000 horsepower as built. It is the intention then to lead this light and power out over the country to the various places in need of the service.

"With Mr. Hammond in the scheme is associated a number of men, some of whom are well known in Oregon as capitalists, while it is said that a number of Eastern moneyed men are taking an interest in the plan. Archie Mason, the well-known Portland contractor, is now at work securing the water rights for the new power stations. Whether or not these have been secured is not at present known, as none of the men interested will talk, but it is thought that nothing stands in the way of the accomplishment of their purposes.

The promoters of the scheme have been reticent concerning their plans and have given out nothing as to what they intend to do, but it is learned from reliable sources that they are intending to follow out the work outlined. If the scheme is successful, and there seems no reason why it should not be, it will do much towards opening that section of the country to the world."

NEW CHURCH WILL BE DEDICATED

Dedication exercises at the new Presbyterian church will be held Sunday, June 11 at 11 a. m. Rev. Doctors Holt and Milligan will be here to conduct the dedication and the following order of services will be rendered:—

Doxology.
The Lord's Prayer
The Gloria
Hymn
Scripture reading and prayer
Rev. J. V. Milligan D. D.

Hymn
Sermon Rev. W. Holt D. D.
Collection
Dedication, Rev. Drs., Holt and Milligan

An invitation is extended to the entire community to attend. At the evening service in the new church the Rev. Milligan will preach.

DIXIE MEADOWS TO RESUME WORK

The Dixie Meadows Gold Mining company have arranged to resume the operation of the Dixie Meadows mine at an early date, when a full force of men will be employed in the mine and milling plant operated in connection with the same. The property has been idle for a few months owing to the heavy expense of getting the concentrates to a smelter where the same can be treated. While the ore that comes from that mine contains some free gold, yet the principle value of the ore is in the concentrates, and the expense necessary in the transportation of these concentrates to the smelter during the past four months has been such that it was impossible to handle a low grade concentrate to any advantage.

The road to Tipton is again open to heavy freighting, and this mine will supply the Sumpter smelter with a large quantity of concentrates during the coming summer.—Canyon City Eagle.

LOCAL TEAM BREAKS THE HOODOO

Prineville 10; Bend 0.
Prineville killed its hoodoo last Sunday, put it in a long wooden box and buried it deep down in the soil where it will have no opportunity to be resurrected during the remainder of the baseball season.

The first shut out on the local diamond in many years was recorded, and that against the team which has deliberately and without kindly feeling taken four straight games from the Prinevillers.


But the locals played ball Sunday, even if Bend didn't. Every chance was accepted and only one lone error, which was excusable, marred an otherwise perfectly played game. A couple of double plays in the latter part of the game came as timely hindrances to the river men who were cut off in this way from a disfiguration of an elaborate and perfectly shaped goose egg.

Three hits were made off of Bailey, which accounts for Bend's total of nothingness, Becker officiated for a time for the Deschutes aggregation, but the parade of runners became too large after the third inning and then Bilyeu succeeded him. Even with the change, the locals continued on their upward course. A summary of the proceedings is contained in the following score by innings:

| | | | | | | | | |
|------------|---|---|---|---|---|---|---|----|
| Prineville | 2 | 6 | 1 | 0 | 1 | 0 | — | 10 |
| Bend | 0 | 0 | 0 | 0 | 0 | 0 | — | 0 |

Struck out—By Becker 2; by Bilyeu 3; by Bailey 8. Bases on balls—off Bilyeu 3; off Bailey 1. Three base hit—Carroll. Two base hits—Jordan, Bowen. Double plays—Bailey to Gulliford to Carroll; Foster to Rosenberg. Hit by pitched ball—Zevely, Wieder.
Prineville will play the sixth game of the series at Bend, Sunday, June 11.

CLOTHING



\$10 LEADERS \$10

These are the best Suits ever offered at the price. They are Special Values and I carry several different Patterns at the above price. They are all Fancy Worsteds and have Serge lining, Cavis and Hair Cloth Stiffening down the fronts and Padded Shoulders. They look like \$20.00 Suits and Some Would get that for Them

Suits Made To Order \$15 and up

GORMLEY THE TAILOR

Blacksmithing That Pleases

Is The Kind You Get at

J. H. WIGLE'S

(Successor to)
CORNETT & ELKINS'S

A Stock of Farm Machinery always on hand

Professional Cards.

M. R. Elliott,
Attorney-at-Law
Prineville, Oregon.

M. R. Biggs,
Attorney-at-Law
Prineville, Oregon.

Chas. S. Edwards, H. P. Belknap
(County Physician)
Belknap & Edwards
Physicians and Surgeons.
Office First Door East of Winnick's Drug Store
Prineville, Oregon.

J. H. Rosenberg
Physician and Surgeon
Calls answered promptly day or night
Office two doors south of Campbell's Drug Store. Residence corner 1st and Main Streets.
Prineville, Oregon.

THE JOURNAL

PRINEVILLE

A. H. LIPPMAN & CO.

LICENSED UNDERTAKERS
and
Manufacturers of all Kinds of
FURNITURE

WITH A NEW LINE OF TYPE AND UP-TO-DATE STATIONERY IS PREPARED TO YOUR JOB PRINTING UP-TO-DATE SHAPE