

U. of Oregon Eugene Ore

County Sunday School Convention Meets Friday

Rev. Charles A. Phipps, of Portland, Eminent Sunday School Worker, Will Be Here to Direct the Proceedings of the Convention

Delegates, church members and religious teachers from all parts of Crook county will be in Prineville tomorrow to attend the third annual Crook county Sunday School convention to be held at the First Methodist Episcopal church Friday, Saturday and Sunday, November 13, 14 and 15.

All Protestant churches and church members in the city are preparing to take an active part in the convention, with the idea of making it a red letter event in the religious annals of the county. Rev. Charles A. Phipps will be here from Portland for the occasion, and all local pastors will take some

part in the proceedings. The program is as follows:

FRIDAY AFTERNOON.
 2:30—Devotional service, led by Mrs. H. P. Belknap.
 2:45—Organization.
 3:00—"The Rural School and Its Problems," Lawrence A. Hunt.
 3:15—Round table; The New Adult Movement, Rev. Charles A. Phipps.
 4:00—Question box, Rev. Chas. A. Phipps.
 5:00—Assignment of delegates.

FRIDAY EVENING.
 7:30—Praise service, led by J. B. Shipp.

SUNDAY MORNING.
 10:00—Sunday School in all the churches of the city.
 11:00—Preaching in the Presbyterian and Methodist churches.

SUNDAY AFTERNOON.
 2:30—Sunday School rally.

SUNDAY EVENING.
 7:30—Closing services, led by Rev. Charles A. Phipps.

One of State's Finest.
 The Monmouth Herald, edited by W.T. Fogle, formerly publisher of the Crook County Journal, is making a strong fight for a Polk county high school. Apropos of this movement Mr. Fogle says in a late issue: "While editing the Crook County Journal we had the pleasure of making a strong fight for the county high school and winning out and they now have one of the finest in the state outside of Portland."

Devon Bulls for Sale.
 For sale—Two registered Devon bulls. Write to C. S. McCorkle, Ashwood, Ore. 10-29tf

County Court.

NOVEMBER TERM.
 Upon application of Moses Newwinger, accompanied by plat of the town of Butte, accepted by Fred A. Rice, county surveyor, and J. D. La Follette, county assessor, the dedication (in duplicate) of the streets and alleys duly executed by petitioner and Maria Newwinger, his wife, and the certificate of F. H. May, surveyor, and upon due consideration and examination, said plat is hereby approved and ordered filed and recorded.

Upon petition of Pilot Butte Telephone Co. for the use of the county road for telephone purposes, a lease is hereby granted said company to erect and maintain a telephone line on the county road leading from Prineville, Oregon, to the street in place (about 20 miles northwest of Paulina, Oregon); said company to remain and keep its said line or lines on the same side of the road as much as possible, and in crossing any highway the wire or wires must be at least 20 feet above said highway. Said line shall not be constructed so as to interfere with any lines now constructed upon, over or along said road or any part thereof.

Upon reading and filing the sheriff's report on the tax roll of 1907, and upon due consideration and examination, it is ordered by the court that said sheriff be charged with the following:

Tax roll of 1907, as charged by clerk	\$158,135.46
Sheriff's assessment	17,896.35
Penalties and interest collected	602.00
Special school tax assessed and collected	398.00
Excess collections	.02
Total charged	\$176,831.83

The sheriff is credited with the following:

Cash collected and turned over to treasurer	\$ 96,945.25
Delinquent roll returned uncollected	15,824.11
Double assessments, errors and sworn off	11,873.78
Rebates allowed	2,255.61
Total credits	\$126,918.75

Balance now in the hands of said sheriff, \$49,883.08. It is further ordered that said report be filed with the county clerk of this county.

In the matter of the petition of Guy Sears and others for five feet of Shattuck road for the purpose of planting trees. Petition denied because said Shattuck road is not within the limits of any irrigation project under the control of the reclamation bureau of the United States.

In regard to the wrongful assessment of C. H. Erickson for 1906. Clerk is directed to credit sheriff on said roll of 1906 with \$8.80, the same being the amount of said wrongful assessment.

In regard to the wrongful assessment of Lee Moore for 1906. Clerk is hereby directed to credit sheriff on said roll of 1906 with \$8.47, the same being the amount of said wrongful assessment.

In the matter of the contract for wood for the court house and high school. Bids opened and the bid of J. H. Delore being the lowest, to-wit: \$3.80 per cord, the contract was awarded to said Delore in accordance with notice for bids and the acceptance thereof by said Delore, and upon his signing a memorandum to be prepared by the county clerk for record.

Petition for county road by D. R. McDonald et al. Upon petition, affidavit of posting notices and bond for \$100 with D. R. McDonald and N. F. Foulson as principals, duly filed herein, it is ordered that the board of road viewers meet at the beginning of said road on Nov. 24, 1908, and view out, survey, review and report to this court at its January term, 1909.

Petition for county road by John Falkenhagen et al. Upon petition for road signed by 15 persons and denial of signatures by two of said petitioners and the withdrawal of their names therefrom, and remonstrance to said petition, signed by 19 persons, the prayer of the petitioners be denied under the laws of the state of Oregon.

Petition for county road by J. W. Jones et al. Petition for road signed by 12 people and remonstrance thereto filed signed by 46 persons, whereupon it is ordered that the prayer of the petitioners be denied in accordance with the laws of the state of Oregon.

The report of the surveyor and viewers of the John Ferguson road was approved. Road declared a public highway and ordered opened. Clerk is directed to notify road supervisor of said district to open said road and to work each petitioner one day thereon.

The application of O. Poindexter to act as janitor of the new court house received. Ordered placed on file for future consideration.

Report of surveyor and viewers on P. H. Dencer road was received. Report approved and road declared a public highway and ordered opened. Clerk is directed to notify road supervisor of said district to open said road and to work each petitioner one day thereon.

Report of surveyor and viewers on Geo. W. Wimer road received. Report approved and road declared a public highway and ordered opened. Clerk is directed to notify road supervisor of said district to open said road and to work each petitioner one day thereon.

Report of surveyor and viewers on the J. R. Couch road received. Report approved and road declared a public highway and ordered opened. Clerk is directed to notify road supervisor of said district to open said road and to work each petitioner one day on said road.

Report of surveyor and viewers on the D. C. Hall road received. Report approved and road declared a public highway. Road ordered open and clerk directed to notify road supervisor of said district to open road and to work petitioners one day thereon.

Report of surveyor and viewers on the A. F. Ramsey road received. Report approved and road declared a

O'Brien Says Dirt Will Fly in 60 Days

General Manager of Harriman Lines Announces That Central Oregon Road Will Be Under Way by the First of January

Dirt will fly on the right of way of the new Harriman extension into central and southern Oregon not later than January 1, 1909, less than 60 days hence, according to an interview published in the Portland Telegram of November 9. The announcement was made by J. P. O'Brien, general manager of the Harriman lines, Monday. He further added that if the work proceeds under anything like favorable conditions the scream of the engine whistles and the rumble of freight and passenger trains will be heard in the fertile empire of Crook county within a year or 15 months.

The large crews of surveyors who have been working in the field along several proposed rights of way are about ready to bring in their estimates as to the most feasible route, as well as the total cost of the new line. Mr. O'Brien declares that these estimates should be in his hands within a week or so and after they have been gone over in the Portland offices they will be sent east for approval at Harriman headquarters. No delay in getting down to actual work is anticipated thereafter.

"I shall be greatly disappointed if we are not able to make the dirt fly along the route that proves the most practicable one by the first of January," said Mr. O'Brien this morning (Monday). "All preliminary details should be cleaned up by that time. From reports received from the surveyors now finishing their duties, we should have the complete estimates of the cost of the new road here some time next week. When it has been determined what route we are to follow, the estimates will be sent east and I see no reason why the construction of the new road should not be authorized in time for us to let the contract and get started by January 1. From the conditions in the industrial world and in the labor market it should not take very long to assemble the necessary material and labor.

"The country through which the Central Oregon line will be built is such that grading and construction work can be prosecuted all winter, without having to shut down because of weather.

"The road will be a costly one, and in many places the work will be slow, for there is a vast deal of heavy rock work to be done. In spots along the Deschutes canyon the solid cliffs rise 1,000 to 1,500 feet in a perpendicular line, and in those places progress must of necessity be slow. But there will be no stopping, once we get under way. While the class of construction that will be required will involve considerable engineering difficulties, there will be little or no tunneling and not any very large bridges."

As nearly as Mr. O'Brien could estimate, the length of the main line of the new extension will be from 110 to 115 miles. Even the best guesses as to what the new line will cost ultimately are only approximate. There will be some stretches where it will cost better than \$50,000 a mile and possibly closer to \$100,000, but in a general way it is figured that about \$1,000,000 is a fair estimate of the total cost.

TAFT 320 ELECTORS; BRYAN, 163

Crook County Gives Taft 920 Votes, Bryan 537

—Official Returns by Precincts

Final official election figures show that Taft and Sherman carried the country a week ago Tuesday by a majority of 157 electoral votes. The Republican electors received 320 votes and the Democratic electors received 163. Crook county went for Taft by a plurality of 157 votes, the exact figures being:

Taft, Republican, 920.
 Bryan, Democrat, 537.
 Debs, Socialist, 109.
 Chafin, Prohibition, 42.
 Hisgen, Independence, 1.
 Missouri, Indiana and Montana, among the doubtful states, went for Taft. So did West Virginia, though there was little doubt as to which way the state would go. Colorado, Nebraska and Kentucky went for Bryan, as did Maryland, though in the latter state Bryan received 7 votes and Taft 1. Maryland voted the same way for Roosevelt four years ago, the peculiar result, due to splitting of the electoral vote, being attributable to the ignorant negro population, many of whom vote only for the first republican elector and let the other six or seven go by default to the democrats. In all of these states the pluralities were small, ranging from less than 1,000 to about 20,000.

Pennsylvania returned the heaviest majority for Taft, something like 300,000; New York gave the republican candidate more than 200,000, even New York city going for Taft by 11,000; and Ohio gave her native son, the president-elect, over 100,000, the vote in the Buckeye state being the largest ever polled. Washington piled up a plurality half as big as Ohio, and Oregon went republican by between 24,000 and 25,000.

Here Are a Few Crisp November Bargains for Discerning Buyers

Dress Goods Sale

Until Saturday Night, Nov. 14

Every yard reduced—no exception. Fabrics represented are the best money can buy for the price, and present a variety not shown elsewhere. Take advantage of this sale and buy for yourself and family.

Fancy 36 in. Plaid Suitings, reg. 40c, special the yard 29c
 Heavy Wool Plaids and Dress Flannels, reg. 50c, now 43c
 Extra heavy Storm Serges and Panamas, 75c values 53c
 Fine quality Voiles, plain and striped, reg. \$1.25 values, sale price 93c

Thanksgiving Sale of Table Linens

Extra fine quality Bleached Damask, new and beautiful patterns—66 inches wide

Special price 79c
 Beautiful All Linen Damask, 72 in. wide
 Regular \$1.50, sale price \$1.23
 Heavy Twilled Thread Linen Damask, 72 inches wide
 Regular \$1.75, sale price \$1.39
 Best quality Red Table Damask, guaranteed not to fade
 Regular 75c grade, per yard 62c
 Extra Heavy Table Padding
 Special price, per yard 63c

Skirt Specials

Heavy all wool Panamas, all colors, plaited front, seven gores, deep bias ruffle, two lines heavy taffetta trimming

Regular \$7.50 values, during sale \$5.29
 Voile and Silk Skirts, high grade, regular \$12.50 to \$15.00 values \$8.79

Turkey Platters

Beautiful decorated Turkey Platter, 14 in. 79c
 Beautiful decorated Turkey Platter, 16 in. 90c
 Fancy White Porcelain " " 15 in. 34c
 Fancy White Porcelain " " 17 in. 79c

Plain White Haviland to arrive this week, prices 20 per cent lower than ever offered here before

Net and Silk Waists

Entire large assortment of latest showings in three prices—

Lot 1 \$2.79
 Lot 2 3.89
 Lot 3 7.49

Easily worth twice what we ask you. Large line of heavy and medium white waists:
 Sale price 57c to \$1.43

Boys' Knickerbocker Suits

Boys' Knickerbocker Suits, best made, at ONE-FOURTH OFF. Bring the boy and let us fit him.

Union Suits

Line B—Heavy Cotton Fleece Gray Union Suits—ladies' and misses' sizes—while they last
 Sale Price 63c

Millinery

Elegant pattern hats, all high quality, during the sale, ONE-FOURTH OFF.

New line Merry Widow Veils \$1.75 up
 Beautiful Back Combs, while double the price 75c to \$2.50

C. W. Elkins
 Big Department Store, Prineville, Oregon