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INSIDE RAILROAD HISTORY.

Continued from page 1.

son incorporated the Oregon Trunk Line. This took place on February 24, 1906, in Nevada. Under the provisions of the Nevada law, this was an incorporation that was prohibited from doing business in the state in which it was incorporated. It was one of the rare instances of a corporation being brought into existence in which the mother disowned its yet unborn child.

"The Oregon Trunk Line never complied with the laws of this state, until April 3, 1909. The survey of the proposed Oregon Trunk Line was made before this date, or it was purported to have been made, but no proper survey could have been made within the time allowed, with the engineering forces in the employ of the concern. We were asked by the Reclamation Service to elevate our surveys 100 feet, in accordance with a project along the Deschutes, and we did so, and filed the new maps on July 18, 1908. We were informed that the right of way maps of both companies would be approved.

"We were approached by representatives of Mr. Nelson and got the option to buy whatever rights his company had in Deschutes Canyon for \$82,000, about \$50,000 of which I should consider was largely bonus. His concern had an authorized capital stock of over \$1,000,000, but under the Nevada law only \$1000 need be subscribed and as a matter of fact only \$12,000 was paid in cash. But the entire capital stock, under the Nevada law was considered paid up.

"In July, 1908, the proposition was made to us to buy out the stock of the Oregon Trunk Line, for \$82,000. While we were much opposed to making this deal and felt our rights were prior to those of the Oregon Trunk Line, nevertheless, in order to get ahead with the work, we concluded to buy and advance for this purpose some \$17,000, but insisted on certain possible stock rights being cleared up. The Oregon Trunk Line people were unable to make deliveries of what they proposed and in the meantime there has been newspaper announcements that Mr. Harriman desired to build

up the Deschutes and negotiations were broken off by the Oregon Trunk Line people.

"On December 10 I was told that all the stock could probably be acquired for about \$310,000, and that to please wire. I never wired, and the matter still stands. "I thought that in fighting the contest with the Oregon Trunk Line would result in our maps being approved so that we would have a standing in court, but none of our maps have been approved, although original maps were filed in 1906. Since November, 1908, our maps have been held up through the influence of the Deschutes Power and Development Company, which represented to the Department of the Interior that our line should be constructed 100 feet above the water line of the Deschutes River as far up from its mouth as Sherar's bridge, a distance of about 40 miles.

"I do not care what the state does in regard to this amendment, whether it levies a tax or not, but I do feel that if the Chamber of Commerce wants to aid that railroad construction that we have been trying to build since 1906, I think you can help.

"Some years ago Mr. Harriman proposed extending the Columbia Southern road, but he was advised, as I have been informed by practical men, that an extension of the Columbia Southern line was not a practical route, and I understand that Mr. Stanley, who is heavily interested in the country, is of the opinion that an extension of the Columbia Southern is not the proper route to develop the district, and the Deschutes route is much to be preferred. I make this statement in order that Mr. Harriman's action in regard to the matter may be clearly understood.

"From February, 1906, until the present time we have been struggling with such a degree of energy as we have been able to apply to the task, and our maps up the Deschutes have not even been approved, although there is no reason why they should not be. I would like your help to get these maps approved. In addition, if you want to pass this constitutional amendment, why, I am perfectly willing.

"Mr. Harriman made large investments on Coos Bay. He told the people of that district if they

would guarantee a return on the actual cost of building a road into that region of 4 or 5 per cent, I am not certain which it was, he would build. This seems to me a fair proposition and for all I know the offer still stands."

"How can the Chamber of Commerce help?" Mr. Cotton was asked.

"The point at issue before the Interior Department," he replied, "seems to be whether the project of the Deschutes Power & Development Company is more important than a railroad running up the Deschutes. The Interior Department is now undecided. I think that a little bit of push down there at Washington would help. If the Governor would take the matter up when he goes in March, and if Senator Bourne and the other representatives would act, I am sure it would help. The Reclamation Bureau had one project near the mouth of the river and asked us to change our surveys so as to go up 50 feet higher. We made this change in our survey. This is, so far, the extent of the Reclamation Service's interest in the matter."

"Why has Mr. Cotton waited all this time to tell us the inside history of this matter and why should he come here now, when another matter is up and ask us to help him?" demanded A. H. Devers.

Herman Wittenberg contributed to the general unpleasantness by doubting the facts behind Mr. Cotton's statement. "I honestly believe," said he, "that if Harriman had wanted those maps registered at Washington, they would have been. I think the question is one of delay entirely. But I do not believe we will be sidetracked. I think this Chamber ought to pass a resolution favoring the amendment so that if Mr. Harriman does not come through, we can go ahead. We are not anxious to have the state go into the railroad business, but we are forced to go into it.

W. F. Nelson, who was mentioned by Mr. Cotton as being the man behind the Oregon Trunk Line, was at the meeting and made the following statement:

"Mr. Cotton goes into details as to how his company has been struggling since 1906 to build this road into Central Oregon and even how he had helped to carry down to the bank on July 24, 1908, 17,724.99 to buy off our company. This was one of the Harriman bargain days, hence the 99 cents. By the way, I held an umbrella over the money bags on the way to bank, so the Harriman official would not faint before he reached the bank.

"Mr. Cotton, in telling his troubles, did not tell the other side. He says his company started in 1906 to run a line up the Deschutes River, but he does not say how much line they ran. The fact is they only located 38 miles in 1906, and then quit work until September, 1908, thinking they had delivered a solar plexus blow, while the Oregon Trunk had located about 100 miles in 1906 and filed its maps.

"Mr. Cotton also attacked the right of the Oregon Trunk Line to do business in the state of Oregon, but at the same time he admits he offered to pay \$94,000 for the same rights and, in fact, they offered more than twice that amount. Why should he want to buy at any price if we had no rights? Why should we want the Chamber of Commerce to help get these worthless rights out of the way?

"I will tell you why. Because the Oregon Trunk Line is the only bona fide corporation in the state of Oregon headed for Central Oregon that is not owned and controlled by the Harriman system. They are also afraid it might become a link in some other transcontinental road. Mr. Cotton also puts great stress on being held up by water rights. This is all bosh. The Oregon Trunk Line is not being held up by the water companies, so his company could not be.

"Another thing. In 1906, when Mr. O'Brien started in to survey up the Deschutes, I asked him if he wanted to build. He told me no, they did not, but they did not want anyone else to build as they might want to some day.

"I am very glad to see that the business men of Portland have their eyes open. This seems to be one time the Harriman promises failed to satisfy the demands of the people. It is a great wonder that the Harriman system does not ask the Legislature to pass a law prohibiting any other company

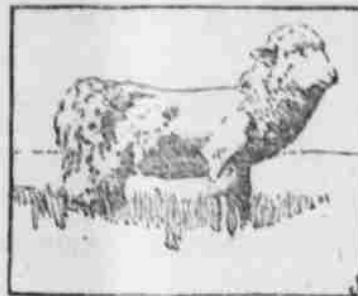
from building a road in its territory or the State of Oregon. There is a great deal more that might be said in behalf of the Oregon Trunk Line, but I will leave that for another chapter.

SHEEP SCAB.

Cause of This Contagious Disease and Best Dips to Cure It.

Scab in sheep is caused by a parasite scarcely visible to the naked eye. The eggs hatch in from three to ten days, and under favorable conditions the product of one female in three months is 1,500,000. The disease is contagious and may be contracted by touching the sick animal or from anything that has touched it. The mites have been known to live apart from the sheep on wool or other objects for ten days. Those parts of the body covered by thick wool are worst affected. The fleece becomes matted and finally drops off, as shown in the illustration. On account of the intense itching the sheep bites itself and rubs against posts, trees, feeding racks and the corners of buildings, so that healthy sheep touching these objects are likely to get the disease. In some cases the skin cracks and in others becomes compact and hard, like leather. The mortality from scab has been known to run as high as 75 per cent.

The only remedy is to do a thorough job of dipping and disinfection. Various dips have been approved by the government, among others lime and



A BAD CASE OF SCAB. sulphur, tobacco and sulphur and numerous coal tar and cresote preparations. Objection to the first two is that they discolor the wool and the tobacco makes the sheep sick. In using the coal tar or cresote dips it is best to get one of the proprietary solutions bearing on the label the endorsement of the agricultural department.

Dipping should be done immediately after shearing in liquid at 103 to 105 degrees, holding the sheep under at least two minutes and immersing the head once. In ten days dip the animals again. Scabby sheep should never be driven along a public road, and all quarters in which they have been should be thoroughly disinfected and left four weeks or more before using again.

THE DAIRYMAN.

Many farmers have good cows and do not know it because they have fed just enough to get a poor yield. Do not condemn the cow until she has had an opportunity to show herself on a few months of liberal feeding.

For Swellings on Cows. An excellent liniment for all kinds of swellings on dairy cows as well as on other farm animals is made of equal parts of turpentine, sweet oil and spirits of camphor. Apply liberally and frequently to the swollen parts.

Cleaning Dairy Utensils. Sal soda is excellent for removing fat and disease from milk pails, cans and separators, but soap is best for dirt alone. Sal soda is neither poisonous nor corrosive. Use with water in small proportions.

Cheesy Butter. The cheesy taste of butter is due to lack of thoroughness in washing and removing the buttermilk. Butter will not keep well if any of the buttermilk remains.

Packing the Silage. Some men will not let the hired man work in the silo at filling time. They claim that the importance of thorough packing is so great that they cannot afford to intrust it to any hired man. It is true that a slight error or a little carelessness inside the silo will make a great difference in the quality of the silage that comes out in the winter. The air must be completely excluded if decomposition is to be prevented. Unless the silage is thoroughly packed around the edges and, in fact, all through the silo there is sure to be loss.

Improved Butter Making. An English authority on butter making claims that adding one pound of salt to every gallon of cream immediately after it is taken off the milk aids in ripening the cream and gives from 15 to 20 per cent more butter than cream that has no salt in it. The buttermilk is of course useless, as it cannot be fed to stock when it contains so much salt, but its loss is more than made up by the large quantity and better quality of butter, it is claimed.

Medicine For the Pigs. Palatability in a ration for hogs is as important as for horses and cattle. Change the hog's feed occasionally or give him a little dessert occasionally. Wood ashes, salt and charcoal are relished by the pigs and are good medicine. If they have access to a box of these they will take some every day. The ashes are good for worms, and charcoal takes up the acids of the stomach in such a way as to be beneficial. A little lime in the water, being careful not to get too much, will be beneficial as a bone builder. The ashes and charcoal will be the same. Some people feed a little bone dust. But it is so much easier to feed what you can manufacture yourself, like charcoal and ashes, that one is much more likely to do this than to depend on sending off for something. Place salt in the slop or, if not feeding slop, place in a box or trough where the hog can get at it.

Grain for Sale.

150,000 pounds of grain for sale at the George Redman ranch near Coquille, including Club and Golden Chaff Seed Wheat, Barlees Barley and Western Wonder Seed Oats. 2-11-4t

Consent Notice. DEPARTMENT OF THE INTERIOR, United States Land Office, The Dalles, Oregon, December 29, 1908. A sufficient consent affidavit having been filed in this office by JAMES C. POWELL, contestant, against contestant (Serial No. 11906) entry No. 11906, made April 29, 1904, for 25.0000, Section 1, 20.0000, Section 2, NW. 1/4, Section 10, NE. 1/4, Section 21, Township 13 South, Range 14 East, Willamette Meridian, by Alexander W. Ramsey, contestant, in which it is alleged that said Alexander W. Ramsey has wholly abandoned said tract for more than six months last past, that he has not resided upon and cultivated said tract as required by law; that said Alexander Ramsey was not due to his employment in the army, navy or marine corps of the United States in time of war, said parties are hereby notified to appear, respond and offer evidence touching said allegation at 10 o'clock A. M. on February 15, 1909, before Warren Brown, county clerk, at his office in Prineville, Oregon, and that final hearing will be held, at Prineville, Oregon, on February 23, 1909, before the register and receiver at the United States Land Office in The Dalles, Oregon. The said contestant having, in a proper affidavit, filed December 23, 1908, set forth facts which show that, after due diligence, personal service of this notice has not been made in hereby ordered and directed that such notice be given by due and proper publication.

Professional Cards.

M. C. Brink
Lawyer
N. Street, Prineville, Oregon.

C. C. Brix
Attorney-at-Law
Real Estate
Office with Geo. W. Barnes
Prineville, Oregon.

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

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

E. O. Hyde
Physician and Surgeon
Calls answered promptly day or night
Office one door south of Adams's
Drug Store. Both offices on telephone.

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

Prineville, Oregon.

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

Prineville, Oregon.
W. P. Myers
Lawyer
Practice in all State and
Federal Courts
Laidlaw, Oregon.

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H O S Duroc Jerseys H O S
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J. E. Wilson, Prineville, Or.

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D. F. STEWART, Vice President
O. M. ELKINS, Cashier

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Statement of Resources and Liabilities of
The First National Bank
Of Prineville, Oregon
At the close of business Nov. 27, 1908

RESOURCES	LIABILITIES
Loans and Discounts \$22,412.98	Capital Stock \$50,000.00
United States Bonds \$12,400.00	Surplus and undivided profits \$2,200.34
Bank Deposits \$12,507.42	circulation 7,400.00
Cash & Due from banks \$60,000.00	Individual Deposits \$10,000.00
\$107,320.40	\$107,320.34

R. F. Allen, President
Will Worsweller, Vice President
T. M. Baldwin, Cashier
H. Baldwin, Asst. Cashier

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County _____ State _____