

Farm Helps

New Foot Lift Oliver Gang, with extra hard chilled plows-- that will plow any soil--better than steel.

New No. 28 16-inch Sulkey Plow, High Lift.

John Deere Disk Plows.

New Kentucky Drills--sows anything from wheat to peanuts --will not crack the grain.

Disk Harrows and Land Rollers.

Meyers Never Freeze Pumps with Glass Valve Cylinders.

The new Air Cooled Gasoline Engine.

It Does All the Mean Chores

when through Pumping

You are independent of wind and can run any machine intended to be operated by hand, for a few pennies a day, when you get

The Fuller & Johnson Farm Pump Engine

Every farmer who sees it agrees that it's the most marvelous invention of the age. It costs less than a good windmill; is always ready--days, nights and Sundays--and with any care at all will last as long as you live.

Come in and see it work.

Lilly's--Ferry's Garden Seeds.

Get our quotations on Alfalfa and Clover Seed.

Oyster Shell.

Canned Goods.

Star Windmills.

Mitchell Wagons.

Get our prices on Roofing before you buy.

Ask for PACORUCO. 1-2, 1, 2 and 3 ply.

Call and look over our line of implements. Get our prices. We handle nothing but the best. Satisfaction guaranteed.

Collins W. Elkins.

Prineville, Oregon.

Stevens Back to Portland from Madras

Pleased with the achievement of having thrown open to the world the magnificent central Oregon empire by the construction of the Oregon Trunk Line, President John F. Stevens returned last night from his triumphant visit to Madras, accompanied by those who were his guests on the trip, which will go on record as one of the most important events in the history of the Pacific Northwest.

Convinced that the scenic grandeur of the road is equal to that of any of the roads in the United States that have gained fame over the entire world, while somewhat different in character, operation of observation cars will be authorized as soon as the road is formally opened for traffic, and General Freight and Passenger Agent W. E. Coman believes this feature will be a strong attraction to tourist traffic and a big advertisement for the state.

Leaving Madras yesterday morning at 8 o'clock, the special followed the winding course of Willow creek, a creek that carries little water, but whose banks are perpendicular walls of basaltic rock, towering in places to a hundred feet or more. From various points of vantage the snowcapped mountains in the state are plainly visible, standing out in bold relief and forming a most wonderful sky line.

Through the Warm Spings Indian reservation the trains will speed and give the traveler a touch of typical western life until such time as the progressive spirit of civilization has brought about a complete transformation

of the red man's domain into productive farms and active commercial centers.

Down the Deschutes river the scenery is of much the same character, bolder, but less rugged, the road passing over enough bridges and through enough tunnels to make it most interesting to the average tourist.

It is estimated that the run between Madras and Moody station on the Columbia river will easily be made in seven hours. Until the completion of the steel bridge across the Columbia, the trains will be ferried across the river to Fairbanks station, on the Washington side, and switched onto the North Bank track for Portland. After the completion of the bridge they will be routed through the tunnel that has been bored through a solid cliff a short distance back of the present ferry landing on the Oregon side. This cut through the mountain side will eliminate the long wooden trestle built for temporary use.

Until completion this summer the steel bridge across the Columbia river from the Clarke station to Fallbridge on the S. P. & S. trains will be operated by the construction department, under Chief Engineer R. Budd, after which the road will be turned over to General Superintendent Russell of the North Bank. In the meantime commercial business will be given preference so that construction trains will not interfere with regular service between Portland and Madras, which is to be inaugurated March 1. Passenger service will consist of one train each way, leaving Portland for Madras in the morning and reaching destination in the eve-

ning.

Tracklaying is being pushed on from Madras for Crooked River, where there will be a short delay in going on to Bend, on account of the construction of the big steel bridge which will be the highest in the United States and the seventh highest railroad bridge in the world, the depth from the rail to the river level being 350 feet.

That the road will be in shape to handle freight as well as passenger traffic March 1 was announced by General Freight and Passenger Agent Coman, who says arrangements have already been made to bring into Portland from the central Oregon plains several thousand head of sheep and cattle. Stockyards for the accommodation of stock awaiting shipment will be built at various points along the road where warehouses for the storing of grain and other products of the soil will be stored for shipment.

The construction of these yards and warehouses will mean the expenditure of many thousands of dollars. In many places wagon roads will have to be built to the shipping points, from the top of the plains down into the canyon.

How soon the road will be extended further, President Stevens is not ready to announce at this time, but that it will be extended eventually to a connection with the Pacific & Eastern from Medford was stated some time ago in a general way. Back of Bend is a large white pine belt from which it is expected the road will draw a heavy lumber traffic.

Wednesday evening President Stevens and party attended a rousing meeting of the Madras

Commercial Club and received an ovation, the central Oregon people giving three rousing cheers for the visitors, whom they gave every credit for having transformed central Oregon from an isolated waste into an empire of wonderful prominence that even the most sanguine cannot imagine. President Stevens said he had made no promises that he had not fulfilled and that such would be the policy in the future, for the big plateau. Other speakers were President Harvey Beckwith of the Portland Commercial club, President H. M. Haller of the Portland Chamber of Commerce, Manager C. C. Chapman of the Portland Commercial club, General Superintendent J. Russell, Chief Engineer Budd, Superintendent J. P. Rogers, General Freight and Passenger Agent W. E. Coman and Division Engineer J. C. Baxter. A number of prominent central Oregon ranchers and business men spoke of their experiences in waiting for the railroad for the past quarter of a century and the effect its coming will have upon the country. --Journal.

Tailoring!!

I have received my new Spring line of Woolens. No old stock to work off and now have associated with me Mr. C. E. Thomas, an expert cutter and fitter from Portland. Have your suits made to your own measure here in Prineville by practical Tailors. Ladies' suits altered, cleaned and pressed GORMLEY, the Tailor.

Chas. S. Edwards, M. D. Belknap
OCULISTS
Belknap & Edwards
Physicians and Surgeons.
Prineville, Oregon

DR. R. D. KITCHUM
Drugless Healer
Special Adjustments and Dietetics a Specialty
CONSULTATION FREE
Hours 7:30 to 12 a. m. 1 to 5 p. m.
Calls answered promptly.

Rooms 16-17 Adamson B'dg.

Pioneer Abstract Co.

Prineville, Oregon
Abstracts to all Lands and Town Lots in Crook County.
Examination and Correction of Titles a Specialty.

Notice of Assessment for Street Improvement

Notice is hereby given that at a special meeting of the city council of the City of Prineville, Oregon, called for that purpose, and held on the 9th day of January, 1911, pursuant to ordinance No. 180 of said city, providing for grading and graveling Third Street of the City of Prineville, Oregon, the council proceeded to ascertain and determine the probable cost of making such improvements, and did, at this time, assess upon each lot and part of lot and parcel of adjoining land liable therefor its proportionate share of such costs as follows:

From A Street West to D Street.			
Lot	Block	Hodges' Addition	
1	10	"	22 30
2	"	"	22 30
3	"	"	22 30
4	"	"	22 30
5	"	"	22 30
6	"	"	22 30
7	"	"	22 30
8	"	"	22 30
9	"	"	22 30
10	"	"	22 30
11	"	"	22 30
12	"	"	22 30
13	"	"	22 30
14	"	"	22 30
15	"	"	22 30
16	"	"	22 30
17	"	"	22 30
18	"	"	22 30
19	"	"	22 30
20	"	"	22 30
21	"	"	22 30
22	"	"	22 30
23	"	"	22 30
24	"	"	22 30
25	"	"	22 30
26	"	"	22 30
27	"	"	22 30
28	"	"	22 30
29	"	"	22 30
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31	"	"	22 30
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36	"	"	22 30
37	"	"	22 30
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42	"	"	22 30
43	"	"	22 30
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89	"	"	22 30
90	"	"	22 30
91	"	"	22 30
92	"	"	22 30
93	"	"	22 30
94	"	"	22 30
95	"	"	22 30
96	"	"	22 30
97	"	"	22 30
98	"	"	22 30
99	"	"	22 30
100	"	"	22 30

From A Street to East J Street.

Lot	Block	First Addition	
1	10	"	22 30
2	"	"	22 30
3	"	"	22 30
4	"	"	22 30
5	"	"	22 30
6	"	"	22 30
7	"	"	22 30
8	"	"	22 30
9	"	"	22 30
10	"	"	22 30
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75	"	"	22 30
76	"	"	22 30
77	"	"	22 30
78	"	"	22 30
79	"	"	22 30
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81	"	"	22 30
82	"	"	22 30
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89	"	"	22 30
90	"	"	22 30
91	"	"	22 30
92	"	"	22 30
93	"	"	22 30
94	"	"	22 30
95	"	"	22 30
96	"	"	22 30
97	"	"	22 30
98	"	"	22 30
99	"	"	22 30
100	"	"	22 30

Land Wanted
An investor would like to hear from owners of farms, dry or irrigated; grazing or timber land. Object, investment. Agents need not answer. Address, P., Crook County Journal, 12 1/2 ft

Call for County Warrants.
Notice is hereby given that all registered Crook county warrants, except seal warrants, up to and including registered warrants No. 102 will be paid on presentation to the Treasurer of said county. Interest will cease from date of this notice.
January 9, 1911, 143
R. L. JORDAN,
County Treasurer.

Warren & Woodward
CIVIL ENGINEERS
Irrigation, Subdivision, Land Surveys. Estimates Furnished on Power Plants.
MAPS
We have had 10 years experience, embracing all branches of Civil Engineering.
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Stroud & Stroud, Proprietors
+
Choice Beef, Veal Butter and Eggs
Mutton and Pork Country Produce
A Fine Line of Sausage
Telephone orders receive prompt attention

THE HAMILTON STABLES
J. H. WIGLE, Proprietor
PRINEVILLE, OREGON
Stock boarded by the day, week or month at Reasonable rates. Remember us when in Prineville. RATES REASONABLE. We have Fine Livery Rigs For Rent

W. A. BOOTH, Pres. D. F. STEWART, Vice-Pres. C. M. ELKINS, Cashier
STATE BANK NO. 188 L. A. BOOTH, Ass't

CROOK COUNTY BANK
PRINEVILLE, OREGON
Capital Stock fully paid \$50,000.00
Surplus 5,000.00
Stockholders' liability \$5,000.00

Statement Rendered to State Bank Examiner Nov. 10, 1910:

Assets	Liabilities	
Loans and Discounts	Capital stock	\$50,000.00
Overdrafts	Surplus	5,000.00
Furniture and fixtures	Individual profits	7,043.86
Real estate	Deposits	170,000.00
Cash on hand, and due from banks		\$79,157.19
		\$231,101.05
		\$231,101.05

NOT MERELY LOCAL
But national, even international is the wonderful fame and popularity of the
"I. W. HARPER"
WHISKEY
Wherever you go you will find "Your Uncle Fuller"-- HARPER is there before you. In Panama and the Philippines it is the leader. Any why? Because
HARPER is BEST.
For Sale By
Silvertooth & Browder
Shaniko, Oregon

Free Auto Excursion
to
Prineville Heights
Prineville's latest residence district, just platted and now on the market. Buy a lot in Prineville's sanitary residence district on easy terms. No sloughs, marshes or mosquitoes. Less frost than on the river bottom. Fresh air, pure water and an excellent view of the city. City water will be conveyed to the property at our expense. Lots 40x114; prices range from \$80 to \$200. Half cash, balance payable at \$10 per month; 6 per cent on deferred payments. Examine the maps at our office.
HENDERSON INVESTMENT CO.
Prineville Hotel Building, Ground Floor
Prineville, Oregon.