

CUT THIS OUT

This Is to Certify, That you are entitled under the Carey Act to 160 acres of land in the famous Powell Butte country absolutely free; that you are further entitled to have first choice of 6000 acres just thrown open to entry by the Central Oregon Irrigation Company; that if you present this certificate at once to the undersigned, you will not be required to become a hardy pioneer and live away from civilization, schools and churches and 50 or 100 miles from railroad but you will be allowed to select your land only 6 or 7 miles from Prineville in a well settled country and only 10 or 12 miles from railroads **ACTUALLY BUILDING;** that you will not have to depend on rainfall to insure a crop but you will have a perpetual water-right which will cost you only \$40 per irrigable acre; that you will be allowed to pay one-fourth of this down and the balance in 5 equal annual payments; that you will be given three years in which to establish residence and make the necessary improvements; that you will not be required to live on the land five years but only 30 days if your improvements are sufficiently good; and furthermore that you will not be required to pay any location fee.

Acknowledged by the knowing public on this 2nd day of March, 1911, or any other day to be the best proposition for the homeseeker in Crook County, Oregon.

A. R. Bowman,
Selling Agent.
Prineville, - - - - - Oregon

It is Worth Money to You

TROUT CREEK BRIDGE FINISHED

700-Foot Bridge Built in Two Weeks.

GATEWAY NEW RAILWAY TOWN

It Will Drain the Agency Plains and Surrounding Country.

Remarkable speed has been made by the engineering and construction forces of the Deschutes line of the O.-W. R. & N. Company in spanning Trout Creek with a steel bridge 700 feet long and 100 feet wide in less than two weeks, all the structural work was completed Saturday. The tracklayers will now continue the grade to Agency Plains and to Madras at a rapid rate, as all the grading has been done for the entire distance.

Before the tracklayers reach Madras, however, it will be necessary to build bridges across several other chasms, one of which is 400 feet and the other 500 feet wide. The heights vary, but none is as high as the banks above Trout Creek's.

When the party of Harriman officials that made a trip over the newly constructed line three weeks ago visited the work at Trout

Creek they saw nothing but the concrete abutments on either bank and the piers near the edges of the stream below. The tracklaying crews had not reached the north bank of the creek. The steel work was then on the cars near Cove Creek, ten miles away, and could not be hauled to the front until the rails were laid to the edge of the precipice above the creek.

This work was completed two weeks ago and the steel was delivered as it was needed by the bridge builders. Steel towers were constructed on the abutments and on the piers and these will bear the weight of the structure. The various parts were assembled rapidly and fastened together. The work was done with such speed that to residents of the district it seemed that the bridge rose over night. It is now possible to run construction trains over it and to have them carry the material for the work that is to be done beyond. Material now is being hauled to Willow Creek, on the outskirts of Madras, for the construction of the viaduct there. This structure will be neither as high nor as long as the one over Trout Creek, but it will require considerable difficult work, as the tracks on the Oregon Trunk Railroad are in the canyon below at the edge of the stream.

George W. Boschke, chief engineer of the line, has charge of the construction work and received reports from the front indicating that rapid progress will be made in building the track to Gateway, which is to be the site of extensive tracks, yards and a warehouse.

Some of these improvements will be put in as the road is built, but others will be built as the tracklayers proceed up the Deschutes Valley. Gateway, which is near Youngs Postoffice, is destined to be one of the most important points in Central Oregon. At present it is nothing but a barren field, but stores, dwellings and public buildings are expected to spring up after the railroad once operates through the district. The warehouses are intended to drain the great grain fields of Agency Plains and the surrounding country.

In passing through this portion of the country the road for a distance of 20 miles is built on a gradual grade of 1.5 per cent. While this will necessitate the use of a "helper" engine on nearly all freight trains, it is required to reach the favorable elevation above Madras and to maintain the elevation of the Deschutes River. The grade starts a short distance north of Trout Creek and is continuous until within a few miles of Madras. By leaving the edge of the stream and cutting across the fields, 10 miles is cut off the distance. While the route along the edge of the creek would have reduced the grade to 1.3 per cent, Mr. Boschke and the other officials are better satisfied with the road in its present position, as the lesser grade would have required the use of a "helper" engine, anyway.—Oregonian.

Eggs for Hatching.
From best strain of S. C. White Leghorns; good winter layers; \$2 per 15. Mrs. J. E. ADAMSON, Prineville, Ore. 2-23-2m.

Bakowski Cannot Be Found

The second searching party has returned after an unsuccessful effort to find Bakowski, the missing photographer. His sled and shovel were found by the first party that set out a few weeks ago. The second party found many things belonging to the missing man.

The second searching party located two camps between the sawmill on Jenny creek and his main camp where his supplies were located. The first was only a mile and a half from the sawmill, showing that Bakowski made very slow time. Here was found a place scooped out in the snow where he had made his bed and two sticks stuck into the snow parallel on which he had set his stove to get his meals. The next camp was found beyond what is known as Wild Horse, and at this place there was no signs of the stove having been used but Bakowski had cut green poles and built a platform on the snow on which to make his fire. This led to the conclusion that he had abandoned his camp stove to lighten his load. The second camp was only about four and a half miles from the sawmill, it having taken him two days to make this distance. His camp from that time on to his last resting place was not located as it had probably been made off the road, but from the distance made the two first days of the journey Bakowski was at least six days in reaching the spot where his permanent camp was found.

The location of Bakowski's tunnel in the snow and his supplies was somewhat of an accident. The search party had gone to the spot where the sled and shovel was formerly found and had concluded that this was all that was there, and that if the venturesome picture man had established a camp it was at some other place, as the spot was right out in the open and without shelter from the storms, either by trees or an embankment. They then went on to the rim, where they found his two camera cases, one small one and a larger one. These were in the basement of the new stone structure that is being put up at the rim by the Crater Lake company. This basement was not enclosed except by the walls, the doors and windows all being open, and the room being almost full of snow except at one end. In this end the two camera cases with three sealed-up rolls of cartridges of exposed films. Here also was found a bucket that was about a third full of water with a tin cup in it and the water frozen in a solid block. Although no signs of any fire having been built in this basement by Bakowski could be found the bucket showed that it had been filled with snow and put on a fire to melt it. It was put down on top of a work bench on which there was quite a bit of snow, and the bucket had evidently been hot when set down, as it had melted into the snow, and around it had formed solid ice.

The third day the search party came back down the mountain on the east side and made a further search in the immediate vicinity of where the sled had been found. In prodding around in the snow where the sled stood they struck something solid, which they first believed to be a bridge across a small draw on the road, but after considering the depth of the snow they concluded that this could not be a correct solution and started in to uncover the object for investigation.

After digging down to this object they found that it was a platform upon which Bakowski had built his fires and cooked his food. Digging down by the side of this they found where he had stood in the snow that was trampled and packed down, while cooking or standing by the fire. Following this frozen and packed patch in the snow which ran at an angle to the ground, they came to the canvas which had been placed over the mouth of a small opening just large enough for a man to crawl into. The canvas had partially fallen from over the opening and looking inside the searchers saw what they thought was the body of a man in the cave scooped out below. It proved to be Bakowski's sack of provisions.

Bakowski not being in the cave

the men made an extensive search of everything inside, although they did not go through his personal effects closely. The object in making as thorough a search as was done, was to possibly find a note or some writing which might lead to further developments or what the missing man's intentions were from that time on. Beside the bedding found as mentioned above there was considerable bacon, some beans, prepared foods, but no flour or sign of any. His telescope contained letters and papers with a lot of photographs, underwear, extra shoes, socks and other things, and his gloves were hanging inside the snow cave to one of the limb bows which had been put up in a curve to hold up the snow from any possible chance of its falling in. This indicated that he had only left the camp temporarily.—Klamath Falls Chronicle.

RAIL DEATHS NONE

Harriman Lines Carry 49,491,000 Persons in Safety.

Installation of safety devices and the block signal system are cited for the record of the Harriman railroads in carrying 49,491,000 passengers in 1910 without sacrificing a single life.

The report was compiled in the office of Julius Kruttschnitt, director of maintenance and operation, Chicago. It covers the business of the Union Pacific, Southern Pacific and affiliated roads, a total of 17,960 miles. The total number of passengers carried on a mile basis is 3,000,000,000.

The Harriman system carried 10 per cent of the estimated 1910 passenger traffic. The figures for most of the other railroads have not yet been compiled by the Government, but in 1909 the number of passengers carried was 29,000,000,000. The figures for 1910, it is said, will not exceed a billion more.

Many other railroads have gone through a year without a fatality to any of its passengers, but it is said that no system has made this record for such a large total of passengers.

Results on the Harriman lines are ascribed to a campaign waged by the management for years to reduce accidents. The Harriman system now has more miles of automatic block signal protection than any other system in the world. Mr. Kruttschnitt has directed special attention to the accident problem, and began several years ago to bring about a reduction by giving complete publicity to all forms of accidents and their investigation, which, it is believed, spurred officers and employees to greater efforts to safeguard lives.

In 1903-1904 the number of accidents on the Union Pacific was 20 for 1,000,000 locomotive miles. On the Pacific system of the Southern Pacific the number of accidents per 1,000,000 locomotive miles was reduced from 29.5 to 10.5 in the same time.

Citation.
In the County Court of the State of Oregon, for the County of Crook.
In the matter of the Estate of Libbie Turner, To C. H. Turner and heirs unknown, if any there be, of Libbie Turner, deceased, grieving.
In the name of the State of Oregon, You are hereby cited and required to appear in the County Court of the State of Oregon for the County of Crook, at the Courtroom thereof, at Prineville, in the County of Crook, on Monday, the 2nd day of April, 1911, at 10 o'clock, in the forenoon of that day, then and there to show cause, if any there be, why an order should not be made and granted to James Turner, administrator of the estate of Libbie Turner, deceased, to sell all the real estate belonging to said deceased, and more particularly described as follows: to wit: E. S. W. Section 33, T. 12 South, Range 11 East, W. M. Lot 2, and Sec. 4, T. 12 S., R. 11 E., Range 11 East, W. M., containing 143.20 acres in Crook County, Oregon.
Witness, the Hon. H. C. ELLIOTT, Judge of the County Court of the State of Oregon, the seal of said Court affixed, this 2nd day of February, A. D. 1911.
Attest: A. J. WISSON, Clerk.
By L. M. McNeill, deputy clerk.

Notice to Creditors.
Notice is hereby given, by the undersigned, the administrator of the estate of Fletcher J. Lively, deceased, to all persons having claims against said deceased to present the same to the undersigned at the office of M. R. Elliott, in Prineville, Oregon, with the proper vouchers, within six months from the first publication of this notice.
Dated this 23rd day of Feb., 1911.
ANNIE A. LIVELY,
Administrator of Estate of Fletcher J. Lively, Deceased.

Notice to Creditors.
Notice is hereby given by the undersigned, the administrator of the estate of John C. Tucker, deceased, to all persons having claims against said deceased to present the same to the undersigned at the office of M. R. Elliott, in Prineville, Oregon, with the proper vouchers, within six months from the first publication of this notice.
Dated this 2nd day of March, 1911.
A. J. WISSON,
Administrator of the Estate of John C. Tucker, deceased.

Notice to Property Owners.
All streets and alleys in the city of Prineville vacant lots and rear of business places must be cleaned up and kept clean. Loose stock must be kept off the streets. A regular pound is being prepared and all loose stock will be confined in the future. Chickens also are not allowed to run at large. The dog tax for 1911 is due and must be paid at once. All of these ordinances will be enforced.
A. J. WISSON,
Chief of Police.

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But national, even international is the wonderful fame and popularity of the

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