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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

Initiative Petitions Prineville Charter

Initiative petitions are out for three amendments to the Prineville city charter, which will be voted upon at a special election to be held on the 29th day of May, 1911. As there has already been secured about one-half of the voters' signatures to the petitions, an election is a certainty.

The amendments to be voted upon are as follows:

"That Subdivision 2 of section 25 of chapter 5 of the city charter be amended to read as follows: To assess, levy and receive taxes for municipal purposes not to exceed one and one-half per centum per annum upon all of the property within the corporate limits both real and personal which is taxable for county and state purposes, as a general fund."

That section 7 of chapter 3 of the city charter be amended to read as follows:

"To provide for the appointment, compensation and tenure of office of a city attorney, marshal, surveyor or commissioner of streets, judges, clerks and canvassers of election, pond-masters and members of the police force."

That subdivision 28 of section 25 of chapter 5 of the charter of the city of Prineville be amended to read as follows:

"To issue and sell bonds of the

city of Prineville, for the purpose of supplying the city and its inhabitants with water, lights, sewerage, parks, buildings and municipal purposes, to an amount not to exceed 10 per cent of the taxable property within the corporate limits."

The amendments will be prepared in pamphlet form for the consideration of voters in ample time before election day.

Metolius Ready for Business

W. B. Lottman of Metolius was in Prineville Monday on business connected with the new town. He says he finds a good deal of uncertainty here regarding roads and accommodations at his place. People have nothing to fear on either score. Large tents provide good sleeping accommodations while the new \$15,000 hotel is under construction. There is lots of water and feed for horses and every effort is made to provide for the welfare of freighters.

Regarding the roads, Mr. Lottman says that all you have to do is to turn to the left at Boise's ranch and keep the main road, then you couldn't miss Metolius if you tried. Good level road.

A contract has been let for a big wool warehouse. J. W. Boone of Prineville is at the head of a company that will have charge of it. A wool bailer will be put in for the accommodation of customers. The warehouse will be built of corrugated iron and is to be completed by April 15.

HARRIMAN TRAINS NEXT MONTH

Service on the Deschutes line of the O. W. R. & N. Co. to Madras and Metolius will be inaugurated over the company's own rails about April 20 and probably as early as April 10.

The time when traffic will be opened to those points depends upon the time the tracks are laid into them. Until that time the Harriman line will make no effort whatever to handle freight or passenger traffic south of Trout Creek, its present terminus.

In the meantime, however, traffic officials are figuring on the kind of service they will establish, in both freight and passenger departments. The schedule has not been arranged however, nor has the kind of equipment received serious consideration.

The tracklaying crews of the Deschutes line now are working about half way between Trout Creek and Madras, near the new town of Gateway, which promises to become one of the most important in Central Oregon.

A party of Portland men left for Gateway to lay out the townsite and to arrange for the erection of a number of buildings, including probably a hotel, a general store and some dwellings. The railroad will put up a first-class passenger depot, ample freight sheds and a spacious

grain warehouse. As this place is to be the shipping point for an immense area of wheat land, hundreds of thousands of bushels of grain will flow through the repositories there every year. It is at the foot of the slope of the Agency Plateau, which for years have produced large quantities of wheat. But the farmers have been discouraged in grain culture on account of the expense in hauling it across the country to the nearest railroad shipping point.

Frank C. Dunn, traveling freight agent for the O. W. R. & N. Co., returned to Portland after spending two weeks in Central Oregon, where he arranged for handling business following the completion of the new road. While present interest is centered at Madras and Metolius, he predicts the Gateway eventually will be one of the most flourishing towns on the new road.

Culver Junction, too, is springing into significance owing to the fact that it is to be the northern junction of the joint line to Redmond and Bend. The Deschutes line will reach Culver Junction about May 1 or May 10, and when the last spike is driven a rousing celebration will be held. Citizens of that place are already preparing for it.

Although the Harriman road into Central Oregon is not operating through passenger trains, considerable business for points on that line is being accommodated on the construction trains. Much freight also is taken south from the main line and a large amount is being handled from the interior to the Columbia River.

The construction department has a large force of men at work on the Willow Creek bridge at Madras and will have the abutments completed in a few weeks. The steel for this structure will be hauled on the company's own tracks and as soon as this stream is spanned the road can be built into Culver Junction without further delay.—Oregonian.

Articles of Incorporation Filed.

Articles of incorporation were filed Saturday by the Bend Milling & Warehouse Company. Capital stock, \$15,000. Principal office at Bend. The incorporators are C. I. Bozell, Elmer Niswonger and Vernon A. Forbes.

Articles of incorporation of the Opal City Land Company were filed Saturday. Capital stock \$25,000. Head office at Portland. The incorporators are Joseph G. Houston, Clarence H. Gilbert, William Morfit and Wilfred A. Jones.

The Madras Land Company filed articles of incorporation last week. Capital stock \$10,000. The incorporators are Paul C. Bates, Karl V. Lively and Frank S. Senn. The Metolius State Bank filed supplemental articles of incorporation with County Clerk Brown last week.

Metolius Commercial Club.

The Metolius Commercial Club was organized last week by the election of the following officers: R. F. Heckman, president; W. I. Smith, vice president; E. B. Walker, secretary; W. B. Lottman, treasurer. The above officers with W. A. Burdick constituted the board of governors.

The Commercial Club starts off with 25 charter members. Ample accommodations are now provided at Metolius for travelers and homeseekers and auto, stage and freight service arranged for from Metolius to all inland points. Several substantial buildings are being erected, among them two banks and a big warehouse.

A man by the name of Dan K. Dalton arrived in Prineville last week, registering from Madras. While at the Hotel Prineville he requested Mrs. McDowell to 'phone the Hamilton Stables for a team, stating that he was hard of hearing and could not use the telephone. He wanted the rig for half a day. He got his team all right but forgot to return it. After an absence of a day or two Mr. Wigle became suspicious and notified the sheriff of the facts in the case. On the fourth day out the man was located at Fife. He was

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riding one horse and leading the other. The buggy was left twenty miles behind. At Fife Dalton got a hunch that he was wanted and struck out afoot. He was not seen afterward, but as Bill Brown lost a horse and saddle on the disappearance of the fellow it is not hard to surmise who took it. Dalton is headed for the California line with good prospects of making good his escape.

NOVEL AUTOMOBILE PUMP.
Tire Inflating Device Operated by the Car's Engine.

Pictured in the accompanying engraving is an interesting form of pump that may be used for inflating an automobile tire. The device is arranged to be operated by the automobile itself. It consists of a base, A, on which is mounted a jack used to raise an automobile axle so that the wheel will clear the ground. The base A carries a shoe, B, which is designed to assist in positioning the automobile wheel with respect to the pumping device before the jack is operated to raise it.

The pump is indicated at C and is mounted to rock on a bolt, D. The pump piston E is connected to the automobile wheel by a device shown clearly in the cross sectional view (Fig. 2). A slotted plate, F, is provided with teeth adapted to engage similar teeth on the slotted plate, G. The plate G is provided with a crank pin, to which the piston rod E is connected. The plate G is provided with an aperture adapted to fit over the axle of the automobile wheel. The plate F is attached to one of the spokes of the wheel by means of a hook, H, while a pair of blinged braces, J, are used to connect it with two more spokes of the wheel. In this way a rigid connection with the wheel is secured. By loosening the thumb nut on the hook H the plate F may be moved up or down on plate G so as to adjust the parts to wheels of different sizes. The distance from the crank pin to the center of the wheel, however, is fixed.

In use the automobile engine is operated to rotate the wheel, and this action carries the piston up and down in a cylinder, the latter rocking back and forth to accommodate itself to the lateral throw of the crank pin. A flexible tube connects the pump with the tire that is to be inflated. By this arrangement a tire may be inflated very rapidly and the inflation carried to a further degree than is possible by the manual operation. By using a speed attachment of any of the well known types the bursting of tires due to excessive pressure may be avoided. The inventor of this automobile pump is Dr. Richard A. Goeth of San Antonio, Tex.

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