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THE COURT HOUSE AGAIN

The inconsistency of the arguments against the building of a new court house, harped upon so strongly by the Bend Bulletin, is brought out no place in the county in stronger relief than in Bend itself where the incorporated companies, whose master minds are furnishing the meat for the Bulletin to chew on, are themselves attempting to dodge county taxes and at the same time impress upon the new "settlers" minds that the latter will be the ones who will pay the additional cost of a new court house. The latter argument has already been dispelled by a statement of the true condition of the county's finances. There are funds enough on hand to pay the entire cost of a new building without incurring any debt, or raising the tax levy next year, but there is still one feature connected with the matter which the Bulletin has studiously refused to dilate upon.

The settlers in the vicinity of Bend have been told that if a new court house is built they will be the ones who will pay the bill; that taxes in Bend and the county are already excessive and a new court house means that much additional.

It is not to be wondered that the pill is taken down sugar coating and all. The rulers of Bend's city government saddled the people out there with a 13 mill city tax, then on top of that a 10 mill school tax. These two together are two mills higher than the county tax of 21 mills, which Bend pays in addition to its levy made by the master minds of its city's government. Forty-four mills tax in other words. No wonder the argument of "excessive" and "additional" appeals strongly to those whose ignorance of conditions is used as dough upon which to impress falsified statements.

But Bend is blessed with having several incorporated companies which manfully shoulder their share of the taxes which they have saddled upon their community. These companies and individuals are squared toed on the line to help out the new settlers and make the taxes as light as possible on these new settlers in whose ears they are now pouring their synapathy.

Note: On file in the county court are affidavits from these companies swearing off the greater part of their assessments. Notably there are the Pilot Butte Development Company, the Central Oregon Banking & Trust Company, the Bend Mercantile Company and the mayor himself of Bend. A 44 mill tax looks a little big. The new settlers need some assistance in their struggles to build homes. These companies being stomach full of generosity and good citizenship, help them out by filing affidavits of wrongful assessments. The records are public and the proceedings of the court in the matter were published in last week's Journal.

COME TO CROOK COUNTY.

The people of Crook county are to be congratulated on the splendid showing made by County Assessor J. D. Lafollett. While the county assessment rolls are not complete they are far enough along to give one a pretty good idea of just how the county stands financially. The assessable wealth of the county is placed at approximately \$6,000,000. Just about double what it was last year. This in part is largely due to the increased areas in timber land that have been patented, to the increase of livestock holdings and to the enhanced value of agricultural lands. This increase in valuation will materially reduce the tax levy for the county which has been very low in comparison with other counties of the state. This low rate of assessment too, should prove a strong factor in inducing settlers to come and make their homes with us. Not only is our tax rate low, but add to this the finest kind of agricultural lands and a climate unsurpassed and you have a combination hard to beat.

Prineville extends to its neighboring towns a most cordial invitation to come and have a good time on the Fourth. Visitors to

the ball game from Bend and Redmond Sunday expressed the opinion that both towns would close up and attend the celebration at this place. That is right brethren, and we hope every town in the county will do likewise. We are prepared to take care of you.

Prineville is leaving nothing undone to make the coming Fourth of July celebration one of the most memorable in its history. The executive committee the head of the celebration together with the business men and private citizens are all working with this one aim in view. It is bound to be a hummer.

The List of Land Segregations Sent Back for Correction.

The list of land segregations made by the Squaw Creek Irrigation Company a year ago near Sisters where the company selected some 11,000 acres under the provisions of the Carey act, has been returned by the Interior Department to the officials of the company for correction and revision.

Work was completed this week in making corrections and the lists will again be forwarded. The application, while it has been accepted, was held up pending the elimination by the company of several quarter sections of land in the segregation which contain a scattering growth of timber. These latter, in the new list which has been compiled, have been left out and several quarter sections of desert land substituted.

State Engineer John H. Lewis went over to the segregation this week with Z. M. Brown to examine the tract and make a report to the officials of the state land board.

The new list of lands will be submitted to the land officials inside of a few days and it is expected that early action will be taken when the matter is again brought before the Interior Department at Washington.

County Court Proceedings.

Application of E. C. Rowlee for saloon license at Redmond. Petition, proof of posting and publication; bond and receipt for \$200 filed. License ordered issued for 5 months from June 1.	
The following bills were allowed at the May term of court.	
L. V. Tice, road work.....	\$ 10 00
W. F. King, mdse.....	182 50
K. D. Hinson, supervisor's fees.....	25 50
W. A. Bell, judge's salary.....	100 00
V. J. O'Connor, 42 registration bks.....	4 70
J. J. Smith, express.....	1 11
Shaniko warehouse, freight.....	1 36
J. J. Smith, express.....	5 25
Shaniko warehouse, freight.....	3 29
C. Sam Smith, sheriff's salary.....	410 00
C. B. Dinwiddie, school sup't.....	66 67
a salary.....	66 67
O. G. Gray, treasurer's salary.....	300 00
J. J. Smith, clerk's salary.....	3 00
Lyn Nichols, judge election.....	3 00
W. E. Duchen, ".....	3 00
J. L. Allen, ".....	3 00
M. Wheeler, ".....	3 00
J. W. Lewis, ".....	3 00
H. Montgomery, ".....	3 00
Guy Sears, ".....	3 00
F. B. Bayn, ".....	3 00
H. J. Edwards, ".....	3 00
W. H. Canby, ".....	3 00
W. J. Johnson, ".....	3 00
C. H. Crain, ".....	3 00
A. Zell, ".....	3 00
J. O. Powell, ".....	3 00
J. S. Watkins, ".....	3 00
W. D. Fowler, ".....	3 00
W. McCarrie, ".....	3 00
J. H. Thomas, ".....	3 00
J. H. Windom, ".....	3 00
O. G. Collier, ".....	3 00

(To be continued.)

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Road Bids Wanted.
The county court of Crook county, Or., will receive bids up to 10 o'clock a. m. July 6, 1906, for the construction of a wagon road in Hay Creek Canyon, leading from in front of C. McPherson's house to the Dan Pierce old place, so as to avoid Gates and Crisp hills. Contractor will specify and set pegs along route where he proposes to build road, and specify width and maximum grade, and all other conditions of the road he will propose to build. The contractor to furnish his own specifications of such road with bid.

The court reserves the right to reject any and all bids. The successful bidder will be required to enter into a contract and furnish a bond within 30 days after being awarded the contract. By order of the court. J. J. STRAIN, County Clerk.

Another New Railroad.

Within the next four weeks dirt will fly on the grade of another new railroad in Oregon, says the Portland Journal. Surveys and final location have been completed for the Oregon Trunk line, 110 miles, from the mouth of the Deschutes river to Madras, the com-

mercial center of the Willow Creek basin, in the south part of Crook county. The new road will open up a great region known as the Agency plains, Little Agency, the Haystack country, Lamonta, and all the region tributary to the Deschutes from its mouth to its junction with the Crooked river.

Promotion of the road has, it is said, been carried on with consummate skill and wonderful dispatch, in view of the various difficulties that attend any independent railroad project in Oregon. The company was incorporated a few months ago, with Seattle men as officers and directors. It was given little further attention, and in a few days was practically forgotten. Work was commenced quietly by the promoters, and the surveys were followed immediately by right of way work. Today it is said the company has secured nearly the entire right to begin construction. The engineers have secured a water level grade without any serious engineering problems or heavy tunnel work. It is said the company expects its main obstacles to arise from opposition by a rival railroad. It is preparing for trouble, and is expecting to encounter the same blockading tactics that have been going on along the north bank of the Columbia, and which were encountered last year by men who undertook to build a railroad in Wallowa county tributary to the O. R. & N. company's line.

W. F. Nelson, president of the Oregon Trunk Line, is now in Portland. He has been continuously engaged in preliminary work on the route of the road since last fall and has made a record for rapid and effective action. Questioned about the company's plans, he said he was not ready to make any detailed announcement, and that 60 days later he would have something to say that would be of general public interest. Pressed for a statement, he said:

"I will say this much now: Between this date and June 26 dirt will begin to fly on the grade of the Oregon Trunk Line. We have our preliminary work along to a point where we will be ready to commence actual construction within four weeks. The road will be built as rapidly as possible. It will be 100 miles long from the

mouth of the Deschutes river to Madras. We do not expect to stop at Madras. We now have practically all of our rights of way purchased and deeds to the ground. In the few exceptions we have begun condemnation proceedings. As a rule the people along the route have been reasonably fair. There have been a few cases of holdup on rights of way. We have no complaint to make.

"Central Oregon is a country of great resources. The lands, when under irrigation, will be immensely fruitful. There are great deposits of nitrates and other commercial products. I predict that within the next few years there will be three transcontinental railroads built through central Oregon."

Regarding the financial or railroad connections back of the Oregon Trunk Line, Mr. Nelson refused to talk. He was one of the principal builders and is now a part owner of the Great Southern, a road constructed last year under his supervision from The Dalles to Dufer. It is believed that there is a Hill relationship to these Oregon railroad projects and that ultimately they will become a part of the Hill lines now building down the north bank of the Columbia. The officers of the Oregon Trunk Line are: President, W. F. Nelson, railroad contractor; vice-president, R. A. Ballinger, ex mayor of Seattle and now a practicing attorney in that city; secretary, L. I. Gregory, of the Title Trust company, Seattle, treasurer, J. F. Lane, cashier of the Scandinavian National bank, Seattle. These men, with Malcolm Moody of The Dalles and Robert R. Fox, form the directorate.

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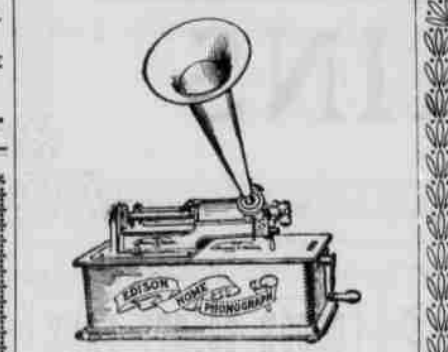
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