

Crook County Journal

VOL. XIII

PRINEVILLE, CROOK COUNTY, OREGON, FEBRUARY 18, 1909.

NO. 10

TEACHERS PASS WITH HIGH GRADES IN EXAMINATION

Best Average Grades Ever Made in This County
--Not One Failure in Class of Seventeen

Not one of the seventeen applicants for teachers' certificates at the examinations held last week made a failure, in fact the grades made were the best that have been known as a whole by any class of teachers ever examined in Crook County. Superintendent Ford is so well pleased with the showings made that he gives us the averages of each applicant for publication.

Those who wrote for first grade papers had two studies which were not taken by those writing for second and third grade. They were Physical Geography and Literature. Many of those writing for the lower grades passed with averages that would entitle them to first grade certificates, but could not receive these certificates on account of insufficient teaching experience.

The names of the applicants, postoffices and general average of the teachers taking the examination follow:

FIRST GRADE.	
Lillian E. Watts, Madras.....	94 9-13
Andrew Larsen, Madras.....	95 5-13
John Tuck, Redmond.....	96 6-13
Myrthena E. Taylor, Madras.....	95 6-13
SECOND GRADE.	
Bessie Cudd, Prineville.....	93 9-11
Robert L. Green, Ashwood.....	89 2-11
Ernest L. Ashby, Prineville.....	94 2-11
Lottie Montgomery, Prineville.....	90 5-11
Madeline Cudd, Prineville.....	90 3-11
Edyth A. Rideout, Prineville.....	90 3-11
Vivian Allen, Grizzly.....	92 1-11
John E. Myers, Powell Buttes.....	97 6-11
Elvah Dobbis, Prineville.....	91 8-11
THIRD GRADE.	
Earl Noble, Madras.....	87 1-11
Nellie M. Farrell, Youngs.....	78
Edna L. Estes, Prineville.....	92 9-11
John E. Myers of Powell Buttes, passed with the highest average 97.611. In view of the fact that the questions were considered to be a very thorough test, the result of the examination is very gratifying to the educational interests of the county, and shows that the standard of teachers' qualifications is being improved.	

Propose White Finish in Courtroom.

Some of the rooms in the new court house have received the finishing coat of plastering and from them it may be judged that the interior of the building will be as handsome in appearance as the exterior. The color is a blue gray and the walls can be struck with a hammer without any impression being made upon them. The plaster used is a composition of pulverized gypsum rock and sand.

The head plasterer has suggested that the courtroom be given a finishing coat of pure white instead of the dull gray, and the matter will be considered by the county court. Mr. Shipp states that the extra cost of the work would be about \$100. It would not only add to the looks of the room but would also make a better light.

Married.

On Sunday, February 14, at the home of the bride near Lamonta, Miss Lucy A. Dobbins and Mr. John C. Hackett, were united in marriage, Justice L. M. Thomas, officiating. The groom is a prominent farmer of the Lamonta neighborhood, where he and his bride will make their home.

WHEAT 80 CENTS IN LOCAL MARKET

Prices on All Kinds of Grain Are Up

HARNEY LIKES CROOK FLOUR

Not Much Danger of Over-Production—Little Bunch of Wheat Brings \$1100

What is now 80 cents a bushel in Prineville. That is the price paid by the Prineville Flouring Mills, delivered at the mill. Barley brings 70 cents and oats 58 cents a bushel.

Prices on all grains and feeds are higher than common at this time of the year. D. F. Stewart says there is considerable wheat yet in the hands of the Crook county growers.

Some of the prices on milled products are: Bran, \$20 a ton; middlings, \$27 a ton; rolled barley, \$35 a ton. The Prineville Flouring Mills

have been running day and night for months, grinding out about 55 barrels daily, and at present has only on hand about 500 barrels. Many inquiries and orders are coming from Burns and other Harney county points for flour and feed, and Mr. Stewart has one contract from a firm in Burns for 3000 sacks of flour, which is to be delivered when the roads get better. "There is at present no great danger of over-production of wheat in this county," says Mr. Stewart, "when demand and prices are like they are now. Just the other day Joe Wiegand of Lamonta hauled in some wheat for me, and it didn't seem like much, either, but I paid him over \$1100 for it."

HOLD JOB FOR COMMERCIAL CLUB

Money for Cow Canyon Will Come Easy

County Commissioner James Rice while in Prineville last week held conferences with local businessmen regarding the subscription of funds for the improvement of the Cow Canyon road, but as there is practically no organization in Prineville which can take up the matter, it was decided to wait until the commercial club has perfected its organization, the meeting for which purpose will be held next Tuesday.

It is proposed that the Commercial Club take the matter in charge and handle Prineville's part of the subscription. From what can be learned at present Madras is understood to have guaranteed to raise \$200 of the \$600 asked from Crook County. Mr. Rice states that the B. S. & L. Co. would contribute \$100, and that Prineville and the Bend and Redmond districts would be expected to raise the balance, \$300.

Local people seem to view the matter with approval and there does not promise to be any difficulty at all in raising the money. E. G. Hodson, who operates an auto between Prineville and Shaniko during the summer months says he will give \$50 to the fund. The Cornett Stage Company has agreed to donate liberally, while the businessmen of the town who have lots of freight will doubtless see the advantage of having the road put in good shape and will subscribe their portion. The idea seems to be to hold the job for the new Commercial Club. The improvement work is not all to be restricted to Cow Canyon but will extend over the Shaniko Flat and other bad portions of this highway between Shultz's ranch on Trout creek and Shaniko.

Sherman County Wins Debate

Sherman County won in the interscholastic debate held at Moro last Friday evening between the Crook County High School and the All-Sherman team, the vote of the judges being two to three.

At the assembly meeting in the high school last Monday afternoon Principal M. B. Hockenberry spoke to the students of the local school about the debate and the trip the home team made to Sherman county. He said they were courteously treated and had no complaint of any kind to make at the outcome of the contest. The Crook County boys did all they were expected to do.

At the close of the debate Messrs. Lafollette, Pickett and Belknap were warmly congratulated by many people in the audience on their efforts and Principal Hockenberry was complimented on the splendid showing made by the representatives of his school.

Among other kind things said by some of the principals of the Sherman county schools was that in their opinion the team which is to debate other winners should be composed of two Crook County boys and one member from the Sherman county team. This, however, can not be according to the rules of the league.

INSIDE HISTORY OF DELAY IN BUILDING DESCHUTES ROAD

Portland Chamber of Commerce Taking a Hand in the United Effort to Prod Harriman Up

The Portland Chamber of Commerce has at last been stirred to activity in an effort to relieve the crying need of a railroad into Central Oregon, and the proposal to amend the Constitution of Oregon so as to enable the State to build railroads is now before the legislature. A strong committee from the Portland organization went to Salem during the past week and urged the adoption by the legislature of two measures with this end in view.

The first is a proposed amendment to the constitution that the people of the state or the Legislature may create railroad districts empowered to construct railroads or other highways to serve the district.

The second is a bill creating a Highway Commission, consisting of nine members, to be appointed by the Governor. This commission is to gather data and discuss plans for carrying out the provisions of the proposed constitutional amendment, provided the amendment is acted on favorably by the people in 1911.

This proposition is looked at in two ways:

First—As a practical method of developing the state.

Second—As a bluff to force Harriman to build in Central Oregon.

Whether the idea is a good one or not will have to be thrashed out by the people of the state, but during the discussion of these matters before the Chamber of Commerce at a special meeting held previous to the visit of the committee to Salem a lot of inside information regarding the hold-up of the building of the Harriman road up the Deschutes was brought to light which to some extent shows where the trouble lies. W. W. Cotton, counsel for the Harriman interests in Oregon says the reason the company's work had not been commenced is that they cannot get their maps of location approved by the Government. On the other hand W. F. Nelson of the Oregon Trunk line, says that this is not true. Other speakers at the meeting openly say that Mr. Cotton did not state facts and that his words are only a continuation of the Harriman policy of delay and the effort to keep any other road from building into Central Oregon.

C. E. S. Wood in a speech before the Commercial club said:

"We who have seen both Eastern Oregon and Eastern Washington, alike sagebrush deserts, can appreciate the need of some action. Eastern Washington is now settled, with its thriving cities, while eastern Oregon, which is a better country for wheat and sugar beets, is still unsettled and is largely vacant lands. While I have freely criticized the policy of the Union Pacific, I have never flung stones at Harriman. I do not believe he is doing his duty by Eastern Oregon. The policy of the railroad is not my conception of the moral duty of those who are allowed to build railroads. To take millions earned in one territory to head off other railroads that would be built here is, in my opinion, not doing the right thing."

"I believe Eastern Oregon needs a railroad more than the Puget Sound territory needs a parallel line to the Northern Pacific from Portland and tunnels at Tacoma and terminals there and at this place. Are you going to wait forever? If not who will put up the money to build these railroads? Either this state must do it or wait until some outsider comes here and builds them. Harriman is never interested in building until someone else starts in. He was not interested in the Deschutes line until he started chasing Porter Bros. up that river."

"I do not care anything about the amendment proposed, but there have been other matters discussed that should be of some interest to the Chamber of Commerce and one of them is the attempt of the Harriman lines to build into Central Oregon. Much that has been said today has been taken from the newspaper articles hastily gotten together and in which no effort was made to get the facts from the Harriman interests."

"On February 1, 1906, the Deschutes Railway was incorporated. Surveys were made in the Spring of 1906, and maps for the first 40 miles were filed with the Secretary of the interior. About February 10 the announcement of the formation of the company was made and immediately thereafter W. F. Nelson followed with a talk along the same line, giving statistics calculated to show that the country east of the Cascades is rich enough to pay any railroad that develops it. "There are two policies of railroad building," said Mr. Teal. "That followed by Mr. Harriman in this state has been not to trouble to build railroads just so long as nobody else starts in. Repeated promises have been made to build, but they have resulted in continued disappointment. Last summer Governor Chamberlain visited Mr. Harriman at his summer lodge on Pelican Bay, and the Union Pacific magnate announced he would build at once into Central Oregon. We have been told that agitation and stirring up the question would create antagonism and would be worse than ever. Nothing the people of the state have ever done has justified the action of the Harriman interests in so long neglecting the development of the state's resources."

"We have seen that if another road seeks to come into Oregon, Mr. Harriman regards it as a private affront and this state his private domain. How long are you going to stand it and what is your relief?"

"Under the proposed legislation, state aid will mean state control of the road until payments of the money advanced are assured. Shall this constitutional amendment which removes the block of self-help in railroad matters pass? The state goes into every branch of highways and transportation matters, why not into railroad building? Is anything worse than to live here forever waiting for some foreign citizen to act? This time may indeed be inopportune, but this state should not be forever a constitutional baby with hands forever tied against self-help."

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"It is just as easy to go to Eastern Oregon today as it was 50 years ago when I was born in this state," said Mr. Teal. The only things that can be raised there must be able to get out on their own legs or they cannot get out at all."

Henry Hahn, who was until recently chairman of the transportation committee of the Chamber of Commerce, spoke briefly of the richness of the country and the need of better communication with that section. He said of the 60,000 square miles east of the Cascades, 40,000 barely have a foot of railway.

"That is the country that needs relief," said he. We have had promises in plenty; what we want is something more than promises."

Mr. Cotton, who sat calmly by and endured all this roasting, secured the floor and delved into recent railroad history, showing how the Central Oregon line has been delayed by circumstances wholly beyond the control of the people he represented and, in fact, in spite of every effort they had made. He said:

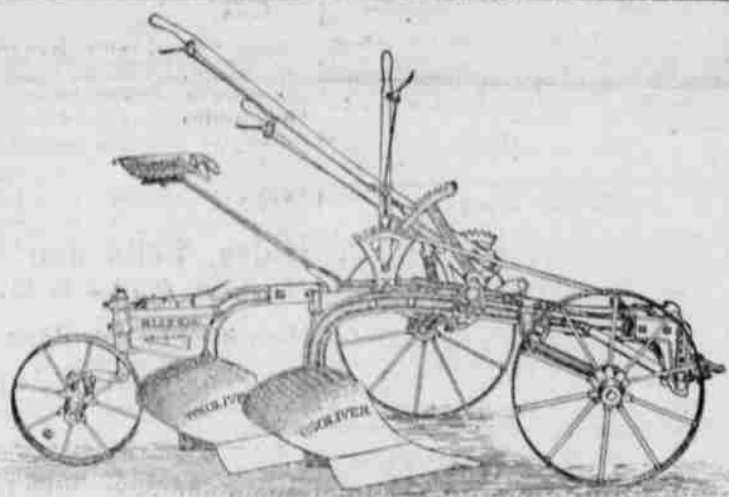
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Continued on page 4.

FAMOUS OLIVER PLOWS

We have accepted the agency for Oliver Plows and have now on hand a full line of repairs for all styles of the plows in use in this country. We are able to quote special prices on all styles of Harrows and Discs—the Brillion Roller for dry land, the Hoosier and Kentucky Drills, Myers Pumps, Star Windmills Pipe and Fittings, the Hero Grain Cleaner, Stover Gasoline Engines

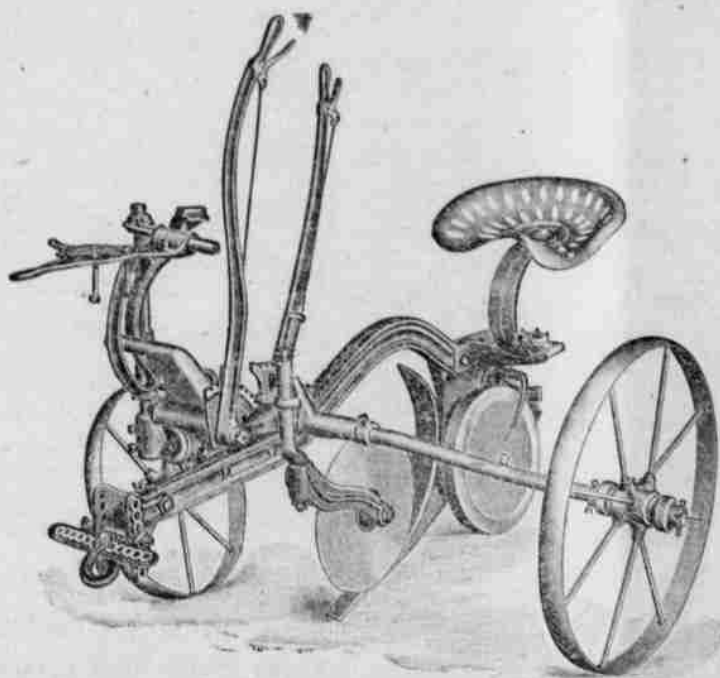


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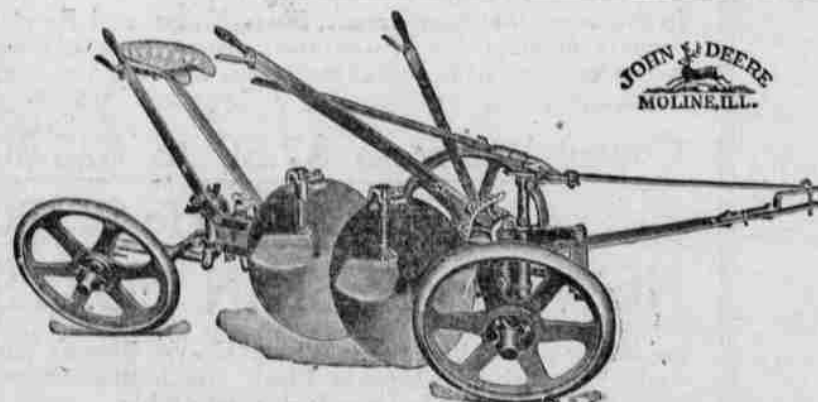
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