

Crook County Journal

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Take to the Brush Ye Railroad Doubters

The time is close at hand when the railroad doubters will have to take to the brush. The right-of-way deeds over the Oregon & Western Colonization Co.'s land and to the 20 acres donated by this company for yards and terminals have been checked up at Prineville and were returned the last of the week to St. Paul for the signatures of the directors of the land company. When signed and placed in the hands of H. B. Scheel dirt will begin to fly. There still remain a few stretches of the right-of-way to be secured but these will not delay operations. Condemnation proceedings will clear up the rest of it.

Mr. Scheel writes to T. M. Baldwin, chairman of the local committee, that he has the money ready to begin the work. The commencement of construction will open up a new era in the history of Prineville. The Portland Telegram says:

"After years and years of patient waiting, Prineville and the fruitful Crook county plains are to be provided with rail transportation. This announcement will be received with vociferous welcome throughout the great interior section which has begged, pleaded and prayed for many years that somebody would come to its rescue. In addition to that, the new road which is to be constructed with Prineville as its terminus will be the biggest piece of new railroad construction in this section of the country this year. It will cost about \$600,000 and will be 31 miles in length, extending from

Metolius as the junction point on the Oregon Trunk line and the Deschutes Railroad.

H. B. Scheel, secretary and treasurer of the Hercules Sand Stone Company, of Tenino, Wash., who is financing the project, has been in the city for two days in conference with bankers, business men and capitalists of Crook county who are to supply the bonus of \$60,000 for the construction of the line, and who have guaranteed a free right of way and 20 acres of land in Prineville for yards and terminals.

Scheel made the definite announcement that actual construction of the line would commence within the next thirty days or six weeks and that most of the road would be completed before winter set in. In addition to making his preliminary arrangements for getting work under way, Scheel is to remain in Portland until he has had a conference with President J. D. Farrell of the O.-W. R. & N., which owns the Deschutes Railroad, and with President L. C. Gilman, of the North Bank system, which owns the Oregon Trunk, for the purpose of reaching some sort of traffic arrangement for handling business over the two roads, that is, developed by the new Metolius-Prineville road.

The story of the efforts of the Crook county people to secure their "emancipation" by means of rail transportation tapping their territory is a tale of struggles and hardships, hopes and disappointments

that have covered a period of many years.

Thirty years ago Prineville dreamed of hearing the snort of the "iron horse" and seeing the steam trains rolling in, and when the Hill and Harriman interests fought their titanic struggle for strategic advantage through the barren gorge of the Deschutes, Prineville and all Crook county were buoyed in spirit, believing that one or the other of these roads would tap their rich and productive territory. But the opposing magnates sank between \$26,000,000 and \$27,000,000 in their battle up the Deschutes and exhausted their financial resources with the result that a "gentlemen's agreement" was reached according to which neither was to invade Prineville except that the line would be operated as a joint "feeder." This put an effectual stop to the hopes of Prineville because neither the Hill nor Harriman interests cared to put up any more money, realizing that the Prineville and Crook county tonnage would have to come their way anyhow.

Then the effort to finance the enterprise by private capital was renewed.

A group of wealthy men including Thomas Baldwin, the Prineville banker, C. Sam Smith, the pioneer cattleman, and a number of others agreed to raise a cash bonus of \$60,000. Thomas W. Lawson, the Boston capitalist who has made heavy investments around Prineville, is also interested in the project. They promised to donate the right-of-way and a tract of 20 acres of land for the yards and terminals. Scheel, the sandstone magnate, became interested and had surveys made and made all other preliminary plans and has up to the present time secured a large portion of the right-of-way. The

rest of it will be available as soon as he has begun actual construction which he has now promised to undertake within the next month. The road which he will build into Prineville will be of first-class standard construction."

State Experts at Work on County Books

Messrs. Richardson and Smith, auditors of the corporation department, State of Oregon, experts sent here by the State Insurance Commissioner, commenced work on the county books Wednesday morning. These gentlemen will not only expert the county records but will also inaugurate a new system of county bookkeeping that will be uniform throughout the state. In the future a state official will audit the county records and thus avoid a repetition of the scenes recently enacted in Crook county.

Mr. Richardson was asked by the Journal man if any of the work done by A. McE. Ball would help him in his investigations. Mr. Richardson said it would not. Then the expert was asked point blank what the work of Ball amounted to—if it was any good at all. This was a little too strong for the state expert who stated that he was not sent here for the purpose of passing on the work of Mr. Ball and his associates but to go to the bottom of the county records and bring the accounts of officials right up to date so that the state's plan of bookkeeping could be put into practice.

"It is too early as yet," said Mr. Richardson, "to make any statement."

Piano certificates going fast.

March Term of Circuit Court Nearing the End

Criminal matters at the term of circuit court just adjourning were few. The grand jury was in session but two days and only four true bills were returned. John Kotzman and Charles Kotzman pleaded guilty to burglary and George Hobwood pleaded guilty to arson.

The Kotzman boys, who live on homesteads near Pine Mountain, were charged by the grand jury of burglarizing the cabin of Wm. M. Hodges. They entered the building about November 1, pried open trunks and boxes and made away with various articles of small value. They were arrested by Sheriff Elkins a few days before court convened, were indicted and pleaded guilty at once. The stolen articles were found in the possession of the defendants and they admitted the thefts. They were sentenced this morning to the penitentiary for a term of from two to five years each.

George Hobwood was charged with arson by burning a stack of hay belonging to J. S. Watkins, who lives about two miles above Prineville on the Ochoco river. The stack was burned on the morning of February 4. Young Hobwood had been under suspicion since the burning and was arrested a week before court set and admitted the crime. The stack contained about ten tons of alfalfa, worth about \$150 at this time of year. Hobwood was sentenced this morning to from six months to three years in the pen.

The other indictments returned are being held until the defendants can be apprehended.

Grand Jury Report.

In the circuit court of the state of Oregon for the county of Crook. Report of the Grand Jury, March 1914, term.

To the Hon. W. L. Bradshaw, circuit judge:

We, the Grand Jury empaneled and sworn at the March, 1914, term of the circuit court of the state of Oregon for Crook county, beg leave to report as follows:

We have been in session two days and have returned four true bills.

We have given our most careful consideration to all complaints and matters of every kind that have been brought to our attention, and aside from the bills heretofore reported during the regular course of our labors, we ask your indulgence to present for the consideration of yourself, the county court of this county and the taxpayers and citizens thereof, the following conclusions and recommendations:

We first want to emphasize the need of a more careful supervision by the county court of expenditures made by the road supervisors. Under the present system the court exercises little or no control over the expenditures of the funds allotted to each supervisor. From investigations that we have made, it appears that some supervisors are grossly negligent in the handling of the county's road money, confusing

Continued on last page.

TO ALL OWNERS OF AUTOMOBILES AND TO ALL USERS OF "Nobby Tread" Tires

We wish to notify you that now every "Nobby Tread" Tire in use on your automobiles or automobile equipments not only comes under the United States Tire Company's regular warranty--perfect workmanship and material--BUT any adjustment will be on a basis of

5,000 Miles

The unusual wear-resisting quality—the quantity of rubber—the quantity of fabric—the methods of construction—ALL have been rigidly maintained in "Nobby Tread" anti-skid Tires, and maintained regardless of cost and regardless of price competition. To-day, through merit alone, "Nobby Tread" Tires are the largest selling high grade anti-skid tires in the world. "Nobby Tread" Tires are real anti-skid tires

We have taken over a large consignment of tires which will be here about March 1st

HUFF-NOBLE AUTO CO.

NOTE THIS:—Dealers who sell UNITED STATES TIRES Sell the Best of Everything