

Crook County Journal

BY GUY LAFOLLETTE

Entered at the postoffice at Prineville, Oregon, as second-class matter.

PUBLISHED EVERY THURSDAY

Price \$2.00 per year, payable strictly in advance. In case of change of address please notify us at once, giving both old and new address.

THIS PAPER REPRESENTED FOR FOREIGN ADVERTISING BY THE



GENERAL OFFICES NEW YORK AND CHICAGO BRANCHES IN ALL THE PRINCIPAL CITIES



THE BEND SPIRIT?

Commenting on the action of the Bend Commercial Club in opposing the Strahorn railroad, at the request of the local sawmills, the Oregonian ran the following under the caption, "Opposition to the Railroads": "If every town in Oregon which has a railroad were to oppose extension of that railroad lest other towns should come into competition with its industries, we might as well record the end of railroad building and therefore of development in the interior of the State. Yet that is the position taken by Bend in regard to extension of the Strahorn road from the Klamath valley to Bend. "Bend appears to look at the matter solely from the viewpoint of its sawmills. The latter have a railroad rate on lumber to Denver and similar points which is six cents less than the terminal rates to the Pacific coast and only 1 cent more than the rate from Spokane, Baker, and other points in the white pine group several hundred miles nearer the market. Klamath Falls pays the coast terminal rate, and is therefore under a handicap of 6 cents as against

Bend. If the Deschutes road should be connected with the Strahorn road and if the latter should be built from Bend to Klamath Falls, the latter town might claim the same rate as Bend enjoys. The possibility that the Bend rate would be revised upward to meet the Klamath rate seems to have been the motive for the Bend Commercial Club's vote against aid to the Strahorn road, for the only speaker was the manager of one of the mills. "No consideration appears to have been given to the other ways in which Bend would profit by construction of the Strahorn roads nor to the great benefit which would accrue to the great roadless area of Central Oregon. The Strahorn road is projected not alone to connect Bend with Klamath Falls. Another line is to run to Lakeview and a third to Crane where it would connect with the O. W. R. & N. Co., railroad eastward through Vale to the Union Pacific system, opening the great Harney valley. A wide agricultural and a stock-raising country would then be opened, and the Bend mills would have a more direct line, thus fortifying their rate position, which is none too strong. "In saying that 'under the present railroad administration rates never go down and the Bend mills might suffer from an upward revision,' Mr. Keven not only overlooked the very temporary character of the present railroad administration but the probability that federal railroad laws and the entire rate system will soon undergo radical revision. When that rate revision is effected, a town which felt the rate position of its chief industries to be so weak that it found opposition to construction of a new road through a wide stretch of country necessary to fortify itself would be an inviting object of attack. "The interests of Bend are not wrapped up with those of its sawmills alone. They are identical with the interests of all Central Oregon, which can best be served by through railroads, north, south, east and west. These railroads will make Central Oregon develop and prosper, and as it prospers, so will Bend. Bend will not fully prosper as a big sawmill town in an irrigated oasis in the midst of a desert. Hence, to condemn Central Oregon to stagnation in the interests of local industries is not only narrow and selfish, but it is shortsighted, for it is to condemn Bend to a restricted growth. "These are days of progress, not of stagnation. They are days of broad vision, not of parochial selfishness. Bend should become imbued with the spirit of the times. It is up to Bend to reconsider." "OREGON FIRST!" The world war through which we so recently passed is the greatest event in the world's history since the beginning of the Christian era. The part which Oregon played in this world war will be remembered long

after we and our children are dead. Our heritage of this war will be our record of patriotic achievement and this record will be made in two ways: It will be the record of our boys who were in the service and the record of those of us who stayed at home and tried to do our part by supporting our government and the boys. Oregon's military record stands head and shoulders above that of any other state. Oregon was first in the enlistment and had a larger percentage of its population under arms than any other state in the Union. The records of the old Third Oregon Coast Artillery and the 51st Division are records which will never die and of which every Oregon citizen may well be proud. The record of Lieut. Burgard who was five times wounded and who led 250 Oregon boys over the top, of which 218 were left upon the battle field after an hour and twenty minutes of fighting is only one of a number of instances of valor by Oregon men which will never be forgotten. Lieut. Dorris made his way to Brigade Headquarters after having his lower jaw shot away, in order that another officer might be detailed to his company—all of the other officers having been killed. Although he was decorated with the croix de guerre for this act of heroism, the best appreciation of this act will be found in a never dying recollection of it by the people of Oregon. There is no instance of record where Oregon troops failed under fire, and the record of our boys in service is 100 per cent perfect. So far the record of Oregon's citizenry in its patriotic duty has been perfect. We have been foremost in patriotic drives of every kind, having twice led the Nation in Liberty Loan campaigns. It is a distinct privilege for those of us who stayed at home to be permitted the wonderful record of our boys by making a 100 per cent record in our duties of citizenship. Yet it is a tremendous responsibility, as the people of the state would never live down the disgrace of tainting our military record by failure to lead all other states in this last great patriotic endeavor. "W. S. S.— VICTORY LOAN QUOTAS Quotas for the counties in Oregon in the Victory Loan were determined by the Federal Reserve Bank of the Twelfth District at San Francisco. The basis for the quota is the average bank resources of each Oregon county for June and December, 1918. No one in Oregon had any part in the quota, except that the Federal Reserve Bank statement of resources is made from the official statements of the banks. Thus, it will be seen that the quota for each county is as nearly exactly its proportionate share of the state total as can be determined. There is a mistake in the belief in some localities that the various quotas have been juggled. There is no justification for any such idea. Under this system Crook county's bank resources being \$1,132,000, the quota thus determined is \$118,125.

GENERAL O'RYAN



General O'Ryan, commander of the famous 27th division, composed of New York troops, which recently returned from France.

U. S. WAR VESSELS REACH MURMANSK

Washington.—Arrival of the American cruisers Galveston and Chester at Murmansk is expected by officers to relieve the situation among American troops in the Archangel region, a company of which ten days ago refused to go to the front until arguments were presented by their officers. The vessels carried Brigadier-General W. P. Richardson, who is to assume command of the American forces, and two companies of railway engineers. General Richardson and the engineers were ordered to Murmansk at the time it was decided to withdraw the entire allied force in northern Russia and their arrival is expected to reassure the American troops and prevent any spread of the mutiny. Arrival of the two American cruisers at Murmansk increases the American naval force there to three vessels. These vessels, with whatever forces the British are sending, will act as a screen for the withdrawal of the entire expedition as soon as weather permits. In the meantime the additional British troops being sent forward will be available for reinforcements if they are needed.

AMERICAN FLYERS HONORED

Women of France Present Banners to Aviators. Paris.—An interesting ceremony took place at the Opera Comique when 140 American aviators were each presented with banners made by the women of France in honor of the Lafayette escadrille. Mrs. Woodrow Wilson, dressed in a khaki tailored suit and wearing a hat much like the little bonnet worn by aviators, attracted much attention. She received a great welcome, many in the audience remarking that she was dressed "like an honorary colonel of the American aviation force." The American aviators came from the 1st and 24 armies, arriving by air from the zones of occupation. General A. Y. E. DuBall, former military governor of Paris; Colonel Edward M. House and Mrs. House and Admiral William S. Benson and Mrs. Benson and Josephus Daniels, secretary of the American navy, and Mrs. Daniels were present.

Influenza Fatal to Americans. London.—More than half the deaths among the American soldiers in Great Britain were due to influenza. The total number of cases of the disease in the three months of the epidemic among the Americans here reached 7512.

Hogs Bring Top Prices. Sioux City, Ia.—All previous records for hog prices on the Sioux City market were shattered Saturday when a half dozen loads of prime heavies were sold for \$20.40 per hundredweight.

THE MARKETS

Portland Oats—No. 2 white feed, \$50.50 ton. Barley—Standard feed, \$51.50 ton. Corn—Whole, \$65@67; cracked, \$67 @69. Hay—Timothy, \$20@22 per ton; alfalfa, \$25. Butter—Creamery, 59c per pound. Eggs—Ranch, 44c per dozen. Poultry—Hens, 33@35c; roosters, 22c; stags, 25c; turkeys, dressed, 43c. Seattle Hay—Eastern Washington timothy, \$28 per ton; alfalfa, \$34 per ton. Potatoes—1 1/2c per lb. Butter—Creamery, 60c. Eggs—Ranch, 47c. Poultry—Hens, heavy dressed, 40@42c; light, 38@40c; live, 24@27c; springs, dressed, 40c; ducks, live, 29 @40c; dressed, 41@42c; geese, live, 23@24c; dressed, 38c; turkeys, dressed, 45@48c.

National Mazda Lamp

For better light and longer service



For sale by Des Chutes Power Co.

City Meat Market

J. W. HORIGAN, Prop.

Choice Home-Made Hams, Bacon and Lard

Fresh Fish and Oysters

Fruit and Vegetables in Season

SWAT THAT FLY

SWAT THE FLY AND THERE WILL BE SEVERAL MILLION LESS THIS SUMMER. WE HAVE A COMPLETE LINE OF FLY SWATTERS, GALVANIZED AND BLACK SCREEN WIRE CLOTH, ADJUSTABLE WINDOW SCREENS, AND SCREEN DOORS. A SUPERIOR PATENT CATCH WILL KEEP THAT SCREEN DOOR CLOSED.

Lakin Hardware

"WHERE IT PAYS TO TRADE"

OREGON DAILY JOURNAL

DAILY—50c. DAILY AND SUNDAY—65c

If you don't get your paper regularly, phone Red 451 and we will send one up by special messenger.

PRINEVILLE DRUG CO. Local Agent

When writing advertisers, please mention The Journal.

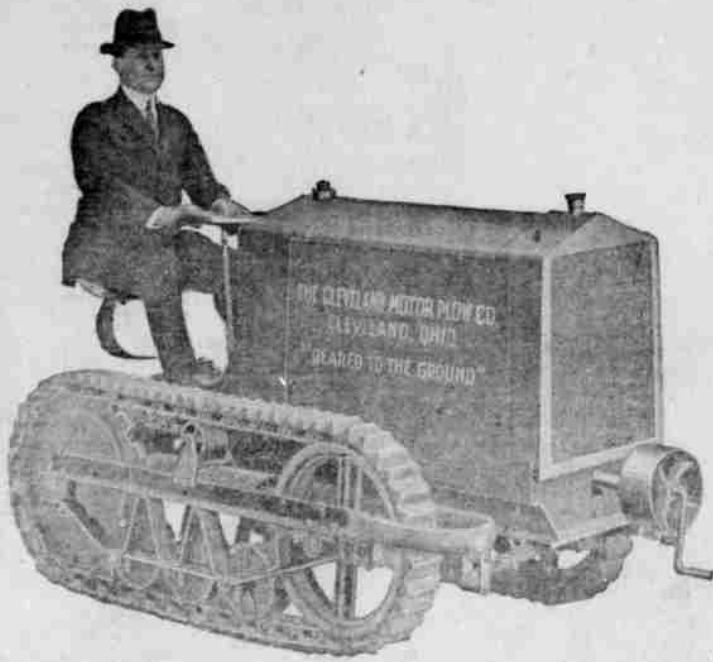
Hills Bros.



TEA and COFFEE Has No Equal No Rival No Substitute IT IS THE BEST

J. E. STEWART & CO

The Cleveland Tractor



Has stood the test of time and made good under Central Oregon conditions. I offer

Two Bargains

One new CLEVELAND at \$1,100 One slightly used demonstrator CLEVELAND at \$900 In A1 condition

Either of these machines will do more work than six horses. Do your work while soil conditions are right.

H. L. Maker Prineville Oregon