

Crook County Journal

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



WHY THE DISCRIMINATION?

The Portland papers have taken up the fight against discriminating rates for freight to the Pacific points. The city is waging a fight for fairness in this proposition. There is an element of discrimination that exists under the very noses of Portland papers and is as vitally important to the residents of Crook county and other Central Oregon communities as the freight rates are to Portland.

We have reference to the attitude of the Portland Chamber of Commerce regarding the different projects in this section. It has come to the notice of this paper, not once but many times in the last few months that people who have gone to the chamber of commerce in Portland for information in regard to different sections of the state and have asked directly about the Ochoco Irrigation Project have been told that "they do not know anything about it. There is no water there now, the dam is not finished and we do not know when it will be finished, if ever, and we do not know if they will have water enough when it is finished."

This is the kind of impression a stranger receives of our part of the country. There has been a sample of this kind of boasting come under our observation in the last week. A man from the Willamette valley came into the Journal office and asked a few questions regarding the project and by his manner indicated that he was skeptical about the success of the project. He was taken in charge and a half a day devoted to enlightening him. He was shown the dam, the lands that have been put under the plow and in crop this year, the land just cleared and that under the process of being cleared and he went away fully convinced that the Ochoco Irrigation Project was the best of its kind in the Northwest, and he was a man of some experience in this line. He admitted to us that he had been prejudiced by his interview at the Portland chamber of commerce and had all but given up the idea of even investigating.

Why is this discrimination practiced? If it is not discrimination, it is ignorance and if ignorance is the reason for misleading inquirers, steps should be taken by those in charge of the information department of that body to learn something of the State as a whole. There is room for all who come to Oregon with the intention of settling and they cannot all settle in the Willamette valley, nor will they wish to. Central Oregon has many advantages that the valley cannot show, and is willing to concede to that part of the state her qualities of excellence. All we want is a fair break and we feel we have a right to demand it from a body organized supposedly to further the upbuilding of all sections of the state.

The chamber of commerce never overlooks the papers of this section when it has a proposition to boost, sending along bales of matter for free publication, a large part of which is given publicly through our columns. Why, in all fairness cannot this body inform itself sufficiently to give a truthful, definite information to honest inquirers who may prefer to live in this section rather than in the Willamette valley?

HOW ABOUT PORTLAND?

The Oregon Journal recently waxed exceedingly wroth over the visit of an eastern garment manufacturer's agent who took many hard iron dollars from Portland for lovely gowns and wraps that were not made in Oregon. The Journal deplored the fact that the people who made their money in Portland would spend it with an outsider. This is all as it should be insofar as it applies to made in Oregon products. It should be the program of every buyer to confine his purchases to those things that are made here at home as far as is possible. But the Journal laid particular stress on the fact that the money made in Portland was going away from that place. How does it square the advertisements in its own columns, inviting all the people of the state to take the money made in their various communities and send or bring it to the city of Portland to spend?

These communities have as vital a reason for existence as Portland. It is as hard on them as it is on Portland to see the money going to the eastern centers.

WITH THE EXCHANGES

During the races at John Day some one stole a Ford car belonging to Mr. Lutton of Drewsey. The matter was put into the hands of Sheriff Howell, and this week he was advised by the sheriff of Crook county that the car had been found near Prineville. The machine had been ditched and abandoned by the thieves.—Blue Mountain Eagle.

Hood River's cherry harvest is ended and the last carload of black cherries, the crop of which reached eight cars, was shipped east by the Apple Growers' Association Monday night. The fruit, packed in 16 pound boxes, lined with lace paper, is being distributed at Minneapolis, Chicago and New York City. A total of 95,000 pounds of Royal Anns and other white varieties were shipped to canners. While the crop was about 25 per cent short of last year the size and quality it is declared set a record.—Hood River Glacier.

The first section of the McKenzie Highway to be graded will be the 15 1/2 miles in Deschutes county, between Sisters and the lava beds. The contract for which has just been let to Siems, Carlson & Co., of Spokane, according to reports received here. The contract price was \$128,000.

Another section on which bids will be called within two weeks is the 15 1/2 mile stretch in Lane county between Blue river and Belknap springs. This will be followed later by the advancement of the section on the summit of the mountains to the construction of stage, surveys and location work having already been done.—Bend Bulletin.

The John Hayes ranch at Tumalo, formerly owned by Grover Gorking, was sold yesterday to C. N. Jones, a recent arrival in Deschutes county from Virginia. The ranch contains 200 acres with 177 irrigable and with water right. Of the total acreage 100 acres is seeded to alfalfa. The consideration, according to J. R. Miner, who made the deal, was \$15,000.

The new owner is an experienced farmer and an irrigation specialist. It is Mr. Jones' intention to make the ranch a pure-bred livestock ranch. Mr. Hayes has other large interests in Lake county which he manages.—Bend Bulletin.

On Thursday evening of last week the Maxwell car of Mrs. A. T. Mignon, of Seattle, Washington, was burned on the road two miles north of Madras. Mrs. Mignon and a party of friends were returning home after a trip in two automobiles through California. The conflagration was caused by a short circuit, the insulation having worn off some of the wiring. Although all the baggage, including a purse containing paper money was destroyed, the occupants escaped without an injury. Nothing remained of the car except the frame and the engine which was bought by the Main Street Garage. After various arrangements they all continued on their journey home in the remaining car. The destroyed automobile was insured, we understand, for \$400.—Madras Pioneer.

Guests at Cloud Cap Inn were privileged last week to see the spectacular phenomena of glacial geysers. As a result of the early week warm days, which sent great volumes of water pouring down from the snowbanks on the peak and ate away the surface of the great ice fields, the force of compressed air blew great holes in Elliot Glacier and sent the pent up floods spouting skyward hundreds of feet into the air. The water and air forced their way through the ice barrier with explosions that sounded like cannonading.

Among the guests at the mile high hostelry who witnessed the grand spectacle were Rev. and Mrs. W. A. Sunday, who had been spending the week on hikes in the vicinity of the Inn. Mr. Sunday declares he has imbibed enough inspiration and stored up enough pep to last him for another season's sermons.—Hood River Glacier.

Old and grizzled, but still full of the fires of early youth, Ezra Meeker, one of the early trail blazers across mountain and plain, was here yesterday with his covered wagon and bull team retracing his steps of those early days when the country was a howling wilderness and peopled by lurking savages.

It is the same Ezra, but not the same oxen and wagon, and instead of the wooden yoke those oxen are driven with harness and inverted horse collars and respond to bits in the mouth. The old man finds some changes in the trail. For instance, "Trail Crossing" is now bridged where in early days the traveler had to plunge headlong over the rock walls and out again at such an angle that many teams were necessary to pull a single wagon up the rocky slope while men sat on the end of a long pole to hold the wagon from rolling sidelong in to the canyon below. But, bad as it was, it was the only spot along the canyon for many miles where the traveler could attempt a crossing.

From here, Mr. Meeker continued on to Prineville and thence will continue eastward and south across the blue mountains until he strikes the Snake river near where the thriving city of Ontario is now located. The old trail crosses the Snake river near there and continues along the long level stretch of prairie up to American falls, where it recrosses the stream and from which it is but a few miles to old Fort Hall, which was in those days the final outpost of civilization.

Just what big idea leads Mr. Meeker to again want to drive a pair of oxen across this stretch of country is a mystery to most of us, but if he enjoys it with the mercury hovering around the 100 mark, that is his affair, much as we wonder.—Redmond Spokesman.

OREGON NEWS NOTES OF GENERAL INTEREST

Principal Events of the Week Briefly Sketched for Information of Our Readers.

Wasco county has before it the greatest program of road construction in its history.

All bids for Sherman county's \$300,000 issue of road bonds were rejected by the county court.

But 19 teachers in a necessary force of 35 have been secured for the Marshfield city schools.

The Harrisburg Chamber of Commerce will hold a community fair during the week of September 8.

William H. Kellendonk, an old time resident of Estacada, was found dead in bed. He was 78 years old.

D. W. Bailey, pioneer Pendleton attorney, died suddenly in his office. Mr. Bailey was about 64 years old.

Governor and Mrs. Olcott, beginning about August 1 will leave Salem on a trip to Yellowstone National park.

That farm property is in demand in Clackamas county is evident from the number of sales that have been made recently.

The sawmill belonging to George Kifan, a few miles from Silverton, was destroyed by fire causing a loss of \$5600.

Under the direction of the Dallas Woman's club a swimming pool for small children is being built in the bed of La Creole river.

Bids will be received by the state highway commission, August 5, for every mile of highway between The Dalles and Pendleton.

J. A. Churchill, state superintendent of public instruction, has just issued the 1919 edition of the Oregon school laws and copies are now being sent out.

Four steel steamships of 6,000 tons will be built by the Albina Engine and Machine works, a Portland shipyard, for a group of Scandinavian business men.

The public service commission will hold a hearing in Amity, July 25, on the application of the Amity Mutual Telephone company for an increase in rates.

Salem firemen and policemen have petitioned the city council to grant an increase in their wages to \$109 a month. They are now receiving only \$90 to \$95.

The Pendleton city council has ordered the purchase of a new automobile street flusher and sprinkler, to replace the present horse-driven equipment in use.

By the first of August at the latest Pendleton will be entirely independent from the river for its water supply, as a new pipe line is being laid to Chaplish springs.

There are now more men than jobs in Umatilla county. The free employment bureau at Pendleton finds that there are about three hands available for every harvest job.

With the employment of a manager to attend to its business for the coming year, the Deschutes Valley Potato Growers' association will be more active this year in the potato market.

Patients in Portland hospitals also have met the high cost of living. Both St. Vincent's hospital and the Good Samaritan hospital have increased their rates since ante bellum days.

Virgil D. Earl, for the past 11 years head of the department of mathematics and athletic coach at the Washington high school in Portland, has been selected principal of the Astoria high school.

Lane county's spirit of cooperation was illustrated when more than 1000 farmers met with members of the Eugene Chamber of Commerce in an all day picnic on the University of Oregon campus.

The voting of \$5,000,000 bonds by the North Unit irrigation district of Jefferson county has been validated and in all respects confirmed in a decree by Circuit Judge Duffy in the county clerk's office.

A regular freight service from Portland to Australia and New Zealand, with monthly sailings, will be established soon, provided Portland can furnish from 2000 to 3000 tons of cargo each way for each sailing.

The June contribution of the Standard oil company to the good roads fund of Oregon under the fuel oil tax law amounted to \$26,789.12, a gain of more than five thousand dollars over the tax for the previous month.

The Silverton Food Products company has started a cannery in the Loughmiller mill building. The company will specialize on Evergreen berries and possibly some prunes.

Ranchers of Deschutes county were advised to perfect plans for going before the legislature at the 1921 session to ask for the establishment of an experiment station near Bend, when Dr. W. J. Kerr, president of the Oregon Agricultural college, spoke at a banquet given by the Deschutes county farm bureau in honor of the visiting regents of the college.

To stimulate agriculture, domestic science, horticulture and livestock production, the Deschutes county court appropriated \$1225 for community fairs to be held in Bend, Redmond, Tumalo and in the Grange district.

Portland physicians by concerted action have increased their rates in proportion to other items in the high cost of living, and patients must now pay all the way from 50 cents to \$1000 more than they used to in pre-war days.

A gift of 160 acres of land on which there stands 3,000,000 feet of timber, has been given to Willamette university by a donor whose name is withheld. The same donor has given \$500 for the equipment of an infirmary in Lausanne hall.

During the week ending July 17 there were reported to the state industrial accident commission 337 accidents, of which three were fatal. The fatalities include Charles Adams of Brighton, Thomas Dew of St. Helens, and H. E. Breen of Coquille.

Under an agreement reached by both the Portland grainhandlers' union and the employers involved, the state board of conciliation is to hold hearings on the issues at stake and the suggestions of the board will be taken as a ruling by both parties.

Salem's first overseas war bride arrived in the person of Mrs. G. E. Tulaja, a native of France and formerly instructor of English in the French schools at Le Havre. Mr. Tulaja until recently was in the United States navy and it was while traveling from Paris to Brest that he met his young bride.

Practically every lumber and the concern west of the Cascade mountains and between Portland and the California boundary has joined in an appeal to the railroad administration to secure for shippers and consumers the same rates on lumber between local points in Oregon as now exist between local points in Washington.

With a total of \$66,166.99 collected in the six month period ending June 30, receipts from taxes on gifts, legacies and inheritance had almost doubled over the same period in 1918, when the state's revenues from this source totalled but \$36,233.47, according to the semi-annual report of State Treasurer Hoff, submitted to Governor Olcott.

Because of the apparent tardiness of many electrical contractors in Oregon in filing bonds in the sum of \$500 and paying their annual license fee of \$15 State Labor Commissioner Gram announced that he would begin checking up the delinquents on August 1. Penalty for failing to comply with the terms of the law carries a maximum fine of \$100.

Small cities and towns throughout Oregon are advised in a warning issued by the state fire marshal to look at their fire fighting equipment, lest they suffer disaster similar to that which has come to several Oregon towns in the recent past. From investigations made by the deputies it has been found that many of the smaller cities are without adequate fire fighting apparatus.

Because of inability of the attorney-general to lay down a hard and fast rule defining an institution of learning under the soldiers', sailors' and marines' financial educational aid bill and because it will be necessary for some of the institutions to show that they have the facilities for furnishing a course of study that will be beneficial to applicants, Deputy Secretary of State Kozier today called a conference at the state capitol.

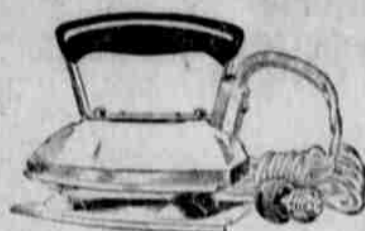
The service medals for Oregon's fighting sons, authorized by an act of the last legislature, will be distributed November 11, the first anniversary of the signing of the armistice, with appropriate ceremonies in every county in the state, according to plans formulated at a meeting of the medal commission in Salem. This commission is composed of Governor Olcott, State Treasurer Hoff, Adjutant General Staffin and State Librarian Cornelia Marvin.

Some idea of the enormous amount of gasoline consumed in the operation of motor vehicles and other activities in Oregon may be obtained from the report of Sam Kozier, deputy secretary of state, which shows that if all this product, together with the distillate, used between February 26 and June 30, 1919, amounting to 13,315,188 gallons, was placed in one container it would require a tank 200 feet in diameter and 67 1/2 feet high. The tank would cover an ordinary city block in Portland. If placed in regular 10,000-gallon capacity railroad tank cars, it would make a train of these cars 11 miles long.

Warning to housewives of Oregon to refrain from using canning compounds harmful to health has been received by the state sealer of weights and measures from the department of agriculture at Washington. In the circular received by the state sealer it is charged that many of the canning compounds contain salicylic or boric acid and are unnecessary for the reason that fruits and vegetables will keep for a long period without the use of chemicals. The warning was issued, it is said, because the laws of the government and state do not apply to foods prepared in the homes for local consumption.

Special Sale!

FOR ONE WEEK ONLY ON



GENERAL ELECTRIC IRONS

\$5.50

Regular Price \$6.50

Cost of Operation 7c Per Hour

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

The Board of Lubrication Engineers advertisement featuring an illustration of a board meeting and a Zerolene logo. Text includes: 'Our Board of Lubrication Engineers study the lubrication needs of each make of automobile. These experts have determined the correct consistency of Zerolene for your make of automobile. Their recommendations are available for you in the Zerolene Correct Lubrication Charts. There is a chart for each make of car. Zerolene is correctly refined from selected California crude oil. It keeps its lubricating body at cylinder heat, holds compression, gives perfect protection to the moving parts and deposits least carbon. It is the product of the combined resources, experience and equipment of the Standard Oil Company. Get a Correct Lubrication Chart for your car. At your dealer's or our nearest station. STANDARD OIL COMPANY (California) A grade for each type of engine'

C. E. MARTIN Special Agent, REDMOND, ORE

ALL CLASSIFIED ADS

MUST be paid for when order and copy is given. One cent for each word each week is the rate. Figure it out yourself.

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