

Crook County Journal

BY GUY LAFOLLETTE

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THIS PAPER REPRESENTED FOR FOREIGN ADVERTISING BY THE

AMERICAN PRESS ASSOCIATION

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



A GOOD ROADS INVESTMENT

No one who has been over the back trails and mountain roads between this city and Mitchell in the past can fail to realize the possibilities of the road that is just now under construction by the State, County, and Federal governments.

A grade that will be practically a water grade to the summit of the mountain is already outlined and will be completed we are told within the year to the summit of the mountain from the Jones Mill, and with the link that is contemplated on the east side of the mountain and the Prineville-Jones Mill link, which is to be considered soon, that excellent stock country surrounding Mitchell will be within two easy hours by auto or motor truck instead of two days of hard travel as was the case over the old roads with team and pack mule.

Just what the economic value of this road will be cannot be estimated.

It opens up a market for the fruit which is raised in such abundance in the Bridge Creek and West Branch districts, an easy outlet of fat hogs that have been impossible to produce because of inaccessible conditions, and a great many other products besides the principal one, which is livestock, which comes out on foot or on railroad.

The value of roads of this type is even greater than the economic one, in that it brings these communities closer together, and adds to the home life and interest of both communities as well as the actual price of the land itself.

So much has been said and written about good roads in the past few years that it is difficult to add more, yet an illustration of this nature nearby is added evidence to the already large volume that good roads that are actually good are worth the money, at almost any price.

WELCOME TO THE FAIR

Although we confidently expected that the Oregon Inter-State Fair this year would be the greatest in the history of local fairs, the opening day sets aside all doubts in this direction.

To the many strangers in our midst Prineville extends greeting, and is only regretful in that her accommodations and facilities for entertainment are limited.

We suggest and urge that you stay until the end of the event, that you take occasion to look over the surrounding country, especially the irrigation projects nearby, and that you arrange to make your homes here, if such is possible.

Development of the country, which is causing the development of the city, is moving rapidly now, and next year we will be better able to show you a good time than now. Have a good time, and plan to come again in 1920.

THE NAVY KNOWS VALUES

The United States Navy is starting an advertising campaign in thousands of newspapers throughout the nation, more than six thousand, besides the magazines, in its efforts to gain recruits.

The matter was discussed and this method considered the most effective in reaching the people of the nation and gaining the ends sought.

Throughout the war, the newspapers gave countless pages of space free and willingly in such matters, which was added to by perhaps as many more pages paid for by public spirited citizens and business firms, in their efforts to help the nation.

The recognition that the newspaper columns will yield the most sensible and direct returns for the money than any other medium should mean something to other advertisers.

The navy is buying this space and paying for it through the medium of established advertising agencies, in number about 160, and is asking no discounts from the regular rates and receiving none.

The fact is acknowledged, for example, that the space in the Crook County Journal is worth 20 cents per inch, and the contract is being placed and will be paid for at that rate.

The use of advertising space was never one-half so great as it is now, and the United States government promises to become one of the best advertisers in the nation. At least it must be acknowledged that the Navy knows values, and is receiving them.

LATE SEASON FIRE STARTS

Blaze Reported In Pringle Falls Section Weeks After Danger From Fire Believed To Be Past

Although the forest fire season was considered as virtually closed, following the heavy rains at the first of the month, a blaze has broken out in slashings in the Pringle Falls district, and this morning covered some 40 acres, it was stated at Deschutes National Forest headquarters here. Yellow Pine and jack pine make up the wooded areas menaced by the fire.

Ranger Douglas left this morning to direct the fire fighting.—Bend Bulletin for Friday.

FLORY By MILDRED WHITE.

"Silly twaddle!" remarked James Comstock, disgustedly, and laid the book aside.

"Whose 'twaddle'?" asked a sweet voice near him, "is it?"

James glanced at the cover. "By Flory," he quoted contemptuously. "Flory is exactly the sort of person one would expect to touch upon her subjects, like a butterfly among the flowers, with no substance or reality to hold."

"Haven't you," asked the girl at his side, "imbibed some of Flory's poetic phraseology? Now, I know a man who is enraptured over the little books, considers them the acme of art. Certainly they sell well."

James Comstock turned to look into the piquant face upraised to his own. Like various other guests at Mrs. Van Houton's house party, he was exceedingly curious concerning this new arrival in their social midst.

The rest of the crowd had been known to each other, either by name or reputation for years. Rhoda Kent was one of Mrs. Van Houton's discoveries. To use her son's expression, his mother had "sprung a new one," and she was delighted in her young friend's reserve. The most favored had been able to learn nothing of Rhoda's past, present or future from her own lips.

It was the unusual charm of her personality which caused deep interest upon all sides, and much conjecture. Her clothing, though in good taste, was so independently simple that many wondered if Mrs. Van Houton had taken on a protegee.

James Comstock, being acceptably the most interesting man in the set, was naturally her vis-a-vis. In fact, during the days of proximity in the fine old house his heart had known its first serious affection.

James, the heretofore invulnerable, was, as Billy Van Houton said, "decidedly hard hit."

Never before, he gloomily admitted to himself, had face or voice of woman haunted the nightly hours which should be devoted to healthful slumber. So James was justified in possessing more than the usual share of curiosity concerning the real life of the winsome Rhoda.

"Perhaps," he said in answer to her defense of the book discussed "this 'Flory' may say more, in a light manner, than I am clever enough to grasp. But, fancy, for instance, being married to such a dreamer. Poor husband of Flory! With his wife always soaring above the blue. She isn't so bad at rhyme, though, I'll admit; seems to have a number of little verses scattered through here and there, with a bar of music to start them off. Helps to sell, I suppose. Makes the book look easy to read."

Miss Kent nodded laughingly. "But you would not want to be the suffering husband who must listen to his wife singing those things around the house," she said.

"Heaven forbid!" James plausibly ejaculated. And the lovely girl at his side arose in response to Mrs. Van Houton's call.

"Come here, Rhoda," cried that merry person. "Here are half a dozen bored people wishing to be entertained. My hope lies in you."

James Comstock gazed after the graceful figure regretfully. The glance she threw back at him was strangely disquieting. For days he had been joyously secure in a consciousness of the girl's preference. Unaccountably discouragement came upon him. Rhoda's eyes had gazed at him reproachfully, her lips had closed firmly, as though in displeasure. Then presently he heard her voice in song, as she accompanied herself upon the piano.

It was a little Scotch tune that the girl played, and the words sounded vaguely familiar. Comstock leaning forward, listening attentively, found that voice and tune thrilled him with inexplicable tenderness. Where—had he—heard—the words?

Idly his gaze fell upon the opened book of "Flory." Then he knew. It was one of the despised Flory's verses that his beloved was singing. And after a round of involuntary hand-clapping he heard Mrs. Van Houton's triumphant announcement:

"I had not intended to tell you for awhile; we have had such fun keeping our secret. But Rhoda Kent is 'Flory,' as you have guessed, with those delightful books to her credit."

Comstock sat staring dully at the volume in his hand long after silence proclaimed that Rhoda's audience had departed. Bitterly he recalled his recent condemning conversation, with its fervent "Heaven forbid!" that a wife such as she should be his own. Well, he had done for himself this time, he bitterly reflected, and this time was all that counted in the world.

"If you please," asked Rhoda severely, "may I have that book of 'silly twaddle'?"

Wretchedly he looked up into the lovely face above his.

"And—I was going to ask you to be my wife."

"Heaven forbid!" murmured Rhoda. "A wife floating around in the blue." Her voice broke in soft uncontrollable laughter. Eagerly he caught at her hands.

"I will drop the name 'Flory,'" Rhoda said later; "Mrs. James Comstock will give to the book the proper dignity which it deserves."

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BOOST GOOD ROADS PROGRAM

American Automobile Association Will Seek to Help Development of Highways.

National, state and county highway development along sound economic lines will be emphasized in a greater degree than ever before by the American Automobile Association, announces George C. Diehl, chairman of its good roads board.

J. E. Pennybacker, chief of management of the federal bureau of public roads, and generally recognized as the foremost authority on good road management, has resigned his post to become director of roads for the association. Mr. Pennybacker originated and edited the "Good Roads Year Book," and was adviser to the joint committee on federal aid in post roads of the senate and house of representatives before taking charge of the management branch of the federal road bureau.

"The federal aid road act is a milestone on the way, but only a milestone," declared Mr. Diehl. "Ultimately there will come a national system of highways correlated with state systems and these in turn with county systems. There will be difficult problems of finance, of administration, and of traffic regulations to be solved. In these questions the six million motor vehicle owners should take an active part, for these are questions that must be settled right and in accordance with intelligent public opinion. The A. A. A. good roads board will actively seek to sound the best sentiment on these subjects and to bring to light the best thought in their working out."

DISTRIBUTION NOT UNIFORM

Average of 2.5 Motorcars for Every Mile of Public Road in the United States.

(Prepared by the United States Department of Agriculture.)

The total road mileage of the United States outside incorporated towns and cities is about 2,456,000 miles. With a total registration of 6,146,617 motor vehicles there was, therefore, an average of 2.5 motorcars for every mile of public road in the United States.

The distribution of cars among the several states, however, is far from uniform. Thus, Nevada has but two cars to every three miles of road, while Rhode Island has 16 cars to each mile of rural road. Furthermore, while there was an average of one motorcar registration for every 16 persons, in the United States, in the states of California and Nebraska there was one car for every seven persons, and one car for every eight persons in Iowa and South Dakota, but only one car for every 51 persons in Alabama, every 46 in Louisiana, or every 42 persons in Arkansas.

FIRST SUPER SCOOTER SEEN

Primitive Motor Car, Called "Buckboard," Driven by Auto Wheel Set in Rear Wheels.

Grahame White, who was at one time the most popular aviator in England and is one of the pioneers of aviation, has introduced into England the

FOR EASY WASHING TRY A THOR Jr. ELECTRIC

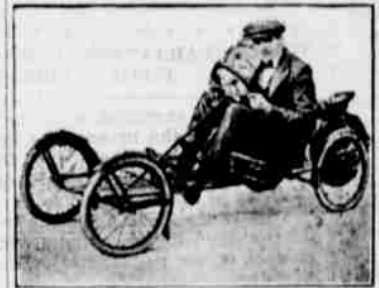


PRICE \$110

Guaranteed operating cost not to exceed 3c an hour

Des Chutes Power Co. PRINEVILLE, OREGON

First super scooter, commonly called the "buckboard." It is practically a primitive motor car driven by an auto wheel set between the rear wheels. To throw



out the clutch the wheel is lifted off the ground.

Photo shows Mr. White with a little passenger.

Plans are under way in Salem for the establishment of a permanent bureau for the testing of babies and small children, similar to the eugenics bureau maintained in Portland.

Oregon has been asked to ship a carload of clothing to the Armenians, to be shipped to New York by October 6. Every county in the state will be asked to send its share in the carload.

Means for combating the destructive elm tree beetle which has been devastating the shade trees of The Dalles was found when the government announced that a lead arsenate solution would destroy the pests. The trees will be sprayed twice in spring hereafter.

The Clatsop County Dairymen's league announces an increase in the price of milk of 40 cents a hundred.

A charter for a new bank at Malina, Klamath county, to be known as the State Bank of Malina, has been issued.

The Chemawa Indian school near Salem has among its scholars 24 young Indians from the Umatilla reservation.

Two 14-year-old girls, arrested by the Portland police, have confessed to the robbery of 12 business houses of the city.

MICHEL GROCERY COMPANY HEADQUARTERS FOR FANCY GROCERIES

Coming!

THE INTER-STATE FAIR

OCTOBER 1-2-3-4

You Are

WELCOME

To Make Our Store Your HEADQUARTERS



NUMBER 111

Advertisement for Lucky Strike cigarettes featuring the 'It's toasted' slogan and an illustration of a hand holding a cigarette.

Guaranteed by The American Tobacco Co.