

# Crook County Journal

COUNTY OFFICIAL PAPER OF CROOK COUNTY

CITY OFFICIAL PAPER FOR CITY OF PRINEVILLE

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## ROAD BOND ISSUE IS VITAL FOR ALL COUNTY ROAD BUILDING

No election in years gone by in Crook county was so vital to the welfare of the county as will be the one to be held on Friday, November 7, when the voters will pass on the proposition to issue \$220,000 in bonds for permanent road construction. If the proposed bond issue carries, a program will be adopted by the people which may not be changed by the county court that will cover a comprehensive scheme for improving all trunk roads in Crook county.

If the road bond proposal is defeated it means that there will be no road improvement possible to be undertaken within five years, for the reason that the state highway commission and the federal bureau of public roads are making up their budgets right now for contemplated expenditures covering that period, and every state in the union and nearly every county in Oregon is making preparations to take advantage of it and for the greatest road improvement era in the history of the country. Unless Crook county gets in early, it means a delay and a situation that can never be remedied.

If the proposed road bond issue is defeated it means that not another penny of state and government funds will be expended in Crook county in at least five years and even the projected Crooked River highway will not be built.

This is because during the period since the bond issue was voted in June, 1918, for the purpose of building the Powell Butte-Crooked River Highway, costs of road construction have increased so rapidly that all previous estimates have had to be discarded, and Crook county must vote \$50,000 more for that road or see all hopes for the project go a glimmering, and that is one of the most important issues to be met November 7.

Therefore unless the proposed bond issue is approved by the voters, Crook county will have to travel over the same old mountainous and costly grades, rutty and full of dust holes in summer and so sticky in winter that many of them are impassable.

If the bond issue carries, sufficient funds will be provided when matched with government and state funds to improve all the important roads in the county, including the Crooked River road to the mouth of the South Fork; a road across Grimes' flat to the Jefferson county line; the road up the Ochocho to the Wheeler county line; and the road through the Powell Butte section to the Deschutes county line.

It is not the intention of the county court to issue the whole \$220,000 at once, but only in such sums and at such times as may be required to meet what appropriations that can be secured from the state and federal road departments, and therefore the voting of the road bonds does not

necessarily mean higher taxes. It will take at least five years to complete the proposed improvement plan.

Furthermore, the proposition to be voted upon provides that the issues will be retired in small amounts after five years, and never at any time will the taxpayers be obliged to pay interest on the whole \$220,000 issued, if the plans of the present county court are carried out.

In addition, it must be considered that beginning with the year 1920, one-fourth of all automobile license money collected in Crook county by the secretary of state will be returned to the treasury of this county under a law passed by the 1919 legislature, and all automobile licenses have been increased more than 100 per cent, and in many cases 150 per cent.

For instance, the tax on Fords has been increased from \$6 to \$15, and the tax on six-cylinder Buicks will be \$28 after January 1, and corresponding increases have been made all along the line.

The property tax on automobiles has been abolished and after 1920 no person will pay any tax directly to the county on an automobile. The increased license tax has been created to take care of that feature, and it is provided by law that the counties' proportion of the state license shall be used to pay interest on road bonds issued by the counties.

Under the old property tax law, so many automobiles escaped the tax rolls that it was impossible to compel automobile owners to pay a just proportion of the upkeep of the roads. It has been estimated that the average license hereafter to be paid to the state of Oregon will amount to \$20, of which sum \$5 will be returned to Crook county.

If there are 1,000 automobiles in Crook county and all will have to pay the state license or keep their automobiles in the garage, there will be \$5,000 available to Crook county to pay interest on its road bonds. At 5 per cent, this sum will pay interest on \$100,000 of road bonds annually. If the bonds are sold at 6 per cent, \$5,000 will pay interest annually on approximately \$95,000 of road bonds. So that the local taxpayer can be satisfied that a very small increase in his taxes will be necessary if the present proposed bond issue should be approved. For what slight increase there may be in taxes, the benefits to be received will be immediate.

The question presents itself thus: Is Crook county going to keep up with the progress of its neighbors, or lag behind the rest of the state, and maintain a reputation far and wide for having the poorest highways in the west, because of a slight increase in the tax rate that will be negligible and which the people of other communities are willing to pay?

### CORPORAL ELMER McCOLLUM ARRIVES HOME THIS WEEK

After participating in the bloodiest battles of the war, for which he received both the American and French citations, and decorations, Corporal Elmer L. McCollum has arrived home again none the worse for his many thrilling experiences. McCollum was with the First Division infantry and was among the first to enlist from Hay Creek, Oregon, was transferred overseas on November 1, 1917, and received his discharge September 28, this year.

He received the American citations of honor, and was decorated for having participated in the battles of Montdidier, Cantigny, Aisne-Marne, Saint Mihiel, Meuse-Argonne, Sedan. He also received the French citation of honor, and was presented with the French decoration by General Foch.

After serving several months in the Army of Occupation in Germany, McCollum sailed on August 27, on the U. S. S. Mobile, which on this trip bore General Pershing back to the States.

He is visiting relatives here at the present, but contemplates locating near Prineville.

### COOPERATION ASSURED

The county court has pledged itself to the effect that money resulting from the sale of road bonds should they be voted on November 7, will only be expended in cooperation with the state or federal governments. This applies to engineering as well as actual construction. Vote **YES** on the road bonds November 7.

### KENNARD DISTRICT MANAGER

Will Have Charge of Squaw Creek Project, Headquarters at Sisters

H. G. Kennard, well known as water master for this county and in irrigation work generally has taken over the management of the Squaw Creek Irrigation District, with headquarters at Sisters, and left for that place on Saturday.

New construction is under way to provide more water for the lands under the project and a big job is ahead of Kennard, who is equal to the work necessary.

## LEGION NUMBERS OVER A HUNDRED

WILL ATTEMPT TO GET EVERY MAN FROM COUNTY

### AIMS OF ORGANIZATION GOOD

Possibilities For Helpfulness To Its Members Are Unlimited—Big Dance At Paulina Soon

Last Monday night the American Legion met in a special meeting at the Spanish War Veteran's room in the court house, at which time matters of importance to the Legion were discussed. Several new names were added to the roll, the Legion now having a membership of over a hundred. The list of names of all of those who are known or thought to be now residing in this county, or if outside the county, their addresses, was then made note of, and it is the intention to reach every one personally or by letter and give them a chance to join this post. Every ex-serviceman should avail himself of the opportunity to join the Legion if for nothing else than for what it is standing for. It's the biggest and best friend an army man ever had, and furthermore it is proving itself.

While this post has not as yet been called upon by any ex-serviceman to help or aid them in any way, other posts all over the country have had numerous problems laid before them and have surely obtained results. It is not only a strong and wonderful organization because of its size and being able to materially assist its fellow comrades and in keeping and insisting on 100 per cent Americanism, but the fellowship and comradeship that exists there, and old times and old army experiences brought back to life, are memories that would soon be forgotten. 'Tis true that many of those experiences many would like to forget, and forget that there ever was an army, but there isn't a man that would not gladly go again. Of course, if he isn't growing by the second day, he wouldn't be a good soldier, but at the same time he would realize once more that he was among men who stood for the principles of Americanism and not for Bolshevism, and where slackers were no more to be seen.

The Legion men of Paulina and Suplee section, assisted by other members from here and elsewhere, are going to give a Legion Dance at Paulina Friday, October 25. The ladies of Paulina are going to serve the chow and from all statistics available, they hold all records for cooking. The Prineville fellows are going to furnish the music, so if you want to hear all of the latest pieces, you can't afford to miss it. The boys are busy signing cars and passengers already and intend going up about forty strong. So if you want to go, you had better start early for the road is sure going to be crowded.

### REGISTER TODAY!

The registration books will be close on Wednesday next and all those wishing to vote at the special road bond election on November 7 should register before Wednesday to avoid the trouble of being sworn in. This applies only to new voters and those having made a change in their voting precinct since the last registration.

## C. O. I. DISTRICT MAY BUY COMPANY RIGHTS

ELECTION TO BE HELD ON BOND ISSUE SOON

### PLAN WAS ONCE DEFEATED

Brought Out Hot Fight From Settlers Present System Is Not Satisfactory to Water Users

A meeting of the directors of the C. O. I. District was held here Tuesday, at which time the board was reorganized, with George Moore, successor to J. Alton Thompson, named as president of the board. It was decided to give the people another chance at buying the old company out as the option for such purchase will soon expire, and it is believed that conditions have so changed that this issue will be found more acceptable than on the former occasion, when the bonds were proposed.

It is certain that the people are dissatisfied with the present system and are desirous of being in a position to manage the affairs of the company and this seems to be the only reasonable plan.

Another spur to action is the pending application of the old company to be allowed to increase maintenance charges from 80 cents and a dollar to two dollars.

It is a case where the matter is everybody's business and nobody's, and is probably the easiest method and the best to buy off the old company, while the opportunity offers.—Redmond Spokesman.

### BEST PLAN IN STATE

M. O. Bennett, engineer of the State Highway Commission, was Prineville this week, and stated that he knows the conditions in this county, and that our road program is the best in the state for the needs of the territory to be served.

He is also of the opinion that the projects will all be approved by the state highway commission and receive their cooperation.

### JOHN DAY HIGH SCHOOL EXPERIENCES MANY TRIALS

Accidents To Cars, Injuries To The Player Are Among Reasons

There was considerable disappointment felt by all the fans as well as the local team when John Day failed to arrive to play the return game of football. The following telegrams and correspondence has been handed in by Professor Evans and sheds light on the subject. At the same time it puts the John Day team in the same class with Job and all the other members of the hard luck family since his time. Below are printed the telegrams in the order received by Professor Evans and the letter from Professor Morse of John Day:

John Day, Ore., 10-10-19  
E. E. Evans: Every effort to get there Friday. Will leave Wednesday.  
E. B. MOORE,

John Day, Ore., 10-14-19  
E. E. Evans: Player seriously hurt still delirious. Cannot come. Particulars by night letter. Answer receipt immediately by wire collect.  
E. B. MOORE,

John Day, Ore., 10-14-19  
E. E. Evans: Player seriously hurt

## RAILROAD GRADE MAY BECOME PART OF STATE HIGHWAY

The possibilities of one of the railroads down Deschutes canyon being taken up and the road bed converted into a state highway appears to be greater than ever before.

A visit of the S. P. & S. traffic and other officials to Prineville and over the line last Friday may have some bearing on the matter.

The Oregonian recently carried the following story concerning the plan which has long been discussed in our city:

Negotiations are pending which may result in the abandonment of one of the railroad grades in the Deschutes canyon. If this becomes a fact the abandoned railroad grade will be available for use by the state highway commission for the Dalles-California highway from Madras to the Columbia River, a distance of about 110 miles.

An intimation that there is such a possibility was hinted at by members of the commission during their session this week. The commissioners admitted that "everything is in the air, and nothing may come of it," but that it is possible.

This is the reason why the commission has decided to call for bids for grading and graveling the Dalles-California highway from Madras to the Deschutes county line and why the commission informed the Jefferson county court that "we will wait awhile on the section north of Madras, as you may have a new highway to the ocean."

The Oregon Trunk built by Hill, cost approximately \$15,000,000 and the O. W. R. & N. line up the canyon cost approximately \$6,000,000. For some time there has been talk going on between the two railroads about abandoning one of the lines. There is no need for two railroads up the Deschutes canyon into Central Oregon. Both were built during a fight between Hill and Harriman, the latter not being anxious to build his line until Hill favored the territory.

It is understood that the Oregon

Trunk wants the O. W. R. & N. Co. to pay part of the cost of building the Oregon Trunk up the canyon. The O. W. R. & N. is said to be willing to pay a percentage but refuses to pay 50 per cent of the \$15,000,000. A considerable part of the Oregon Trunk expense is represented by the steel bridge across the Columbia at Fallbridge.

If the railroad companies can get together there will be need for only one of the railroad grades, and the one which is abandoned can be converted by the state highway commission into a splendid highway. The distance from Madras to the Columbia river is about 110 miles. The Dalles-California must get down to the Columbia highway somewhere. If one of the railroad grades can be placed at the service of the highway commission a fortune will be saved, for the grade could not be duplicated in the canyon for a million dollars.

The maximum grade on state highways is 5 per cent. The maximum grade on the Oregon Trunk and the O. W. R. & N. is 1 and a fraction per cent, the climb up the canyon being such that an automobile could travel on high from the Columbia highway to the town of Madras.

Once the ties and rails are removed very little work will be required to put the grade in condition for high way traffic. The roadbeds are about 16 feet in width and might require a little widening or some additional ditching, but the cost would be insignificant compared with the establishment of such a grade. The most substantial bridges are in.

That the railroads would consent to turn over the abandoned right-of-way to the state highway commission is a natural conclusion, for the old road would be worthless otherwise. It is possible, however, that the railroad might ask compensation within reason for the right-of-way. In any event if the road bed is abandoned the commission can go into court with condemnation proceedings.

## UNION COUNTY VOTES A BIG BOND ISSUE

Union County, Oregon, voted on Saturday, October 11 to issue \$1,500,000 of bonds for permanent road construction. According to the Portland Journal the vote was 2141 Yes to \$28 No.

This is but one example of what other counties in Eastern Oregon are doing to get the state and government aid for building roads. Crook county's issue of \$220,000 seems only a drop in the bucket as compared to what other counties are willing to do to get good roads and to get them while the getting is good and before the state and federal road funds are depleted or retrenchment sets in or government aid is withdrawn, as may occur at any time.


According to recent announcements the state highway commission has already allotted \$1,800,000 of the \$2,000,000 available for post roads under the Shackleford bill granting government aid to counties and after that sum is allotted the highway commission will not be able to assist until the legislature meets again in 1921, and places other funds at its disposal for post road construction.

Crook county is so situated that it must almost entirely rely upon the post road program for the improvement of its trunk highways as at present only one designated state highway crosses this county, the Eugene-Mitchell state highway, which, it is ultimately planned, will connect the central and eastern portions of Oregon with the Pacific coast by a well graded and well improved highway.

### WORTHY GRAND MATRON HERE

Mrs. Alberta McMurphy, Worthy Grand Matron of Oregon, Order of Eastern Star, accompanied by Mr. McMurphy, paid an official visit to the local lodge Carnation Chapter No. 44, on Friday evening, October 10. While on a tour of Southern and Central Oregon by auto, Mrs. McMurphy is paying her official visits to the Chapters enroute. Leaving Prineville she proceeded to Redmond, visiting the Chapter there, Saturday night. From there she went to Bend where she visited the Bend Chapter Monday night.

## ROOSEVELT MEMORIAL FUND



To the Roosevelt Memorial Association,  
Jay H. Upton, County Chairman  
Prineville, Oregon.

I herewith subscribe the sum of \_\_\_\_\_  
to the ROOSEVELT MEMORIAL FUND.

Name \_\_\_\_\_  
Address \_\_\_\_\_

The above amount is inclosed herewith.

According to the plans of the Roosevelt Memorial Association, the Roosevelt Memorial Fund of \$5,000,000.00 is to be utilized to erect a National Monument in Washington, D. C.; to acquire and maintain a public park at Oyster Bay, N. Y., and ultimately to include Sagamore Hill, the Roosevelt home, therein, to be preserved like Mount Vernon and Lincoln's home at Springfield; and to endow a National Society to perpetuate the principles and ideals of Theodore Roosevelt.

Each contributor to the fund will receive a certificate of membership in the Roosevelt Memorial Association. A certificate will also be presented to every school contributing to the fund.

The name of every contributor will be placed on the list of names deposited in the Monument to be erected at Washington, D. C.

### CENSUS ENUMERATION STARTS JANUARY 1ST

cannot come. Prairie City take our place on same terms and play you Friday. Wire answer collect to Prof. Crosby, Prairie City. They will start Wednesday p. m. and reach there Thursday. Be sure and wire them immediately whether you agree or not.

E. B. MOORE,

John Day, Ore., 10-6-19  
To the Prineville People and the students of the Crook County High: Doubtless the people of Prineville and the students of the C. C. H. S. were much disappointed at our not coming to Prineville to return their game of football.

We started for Prineville the day before the game in five cars, due to arrive that evening. But on account of the storm all cars were disabled, it being necessary to call a mechanic for one and to tow in another. A spring was broken on a third.

We hope to return the game this fall, as soon as our finances will permit. We were very much disappointed, but we wanted you to know that our attempt to reach Prineville was sincere. Our expenses were nearly as much as the intended trip.

Sincerely yours,  
E. B. MOORE,  
Prin. of John Day High

So that the game to be played here will be with Prairie City eleven and will be a hummer from start to finish. Be sure to be out to see it and root for Crook County High.

### THE TUMALO FAIR

Probably the greatest livestock display in Central Oregon was shown at Tumalo while holding their annual fair. Special efforts were made this year to enlarge the livestock department, and the committee in charge was more than pleased at the number of pure bred stock entries that were made. It was beyond their fondest conception for this their first year. The enlargement of the livestock department was made in an effort to bring into the country only the pure bred animals and in this way to raise the standard of Central Oregon cattle.

### BIDS OPENED NOV. 4

Bids for the construction of the Crooked River-Redmond Highway are to be opened on November 4, at which time the contract may be let. It is inferred, however, that the commission may not let the contract until after the result of the bond election is known, on November 7. Our road program is all one unit. Work and vote for the road bonds.

### SHEEP AND CATTLE MOVING

J. N. Williamson, Fairview Farm, Wm. McCoy, Geo. Pickford Ship

Livestock shipments over the week end included eight cars of sheep shipped by J. N. Williamson to Lyle, Wn., two cars of cattle by the Fairview Stock Farm, two cars of cattle by G. Pickford and a car of horses to a Montana point by Wm. McCoy.

Twelve cars have already been ordered for shipments on Saturday of this week.

### LOAD OF CHEVROLETS HERE

Newell Motor Sales Co. Receive Direct From Factory Shipment

The Newell Motor Sales Co. yesterday received a car load of Chevrolet automobiles from the factory for local customers.

The new home for this concern is progressing rapidly and will be ready for occupancy before severe weather comes.

### TELEPHONE HEARING SET FOR OCTOBER 21

Public Service Commission Will Be Here On That Date

The hearing by the Public Service Commission of the complaint brought by J. H. Anzell and others against the Pilot Butte Telephone Company, has been set for October 21 at the Court House in this city, according to advices received from the commission.

### BEND BURNS—BOY, PAGE NERO!

Burns wants a mail route from Bend. Burns and Bend are names to conjure with.—Bend Press.