

Crook County Journal

BY GUY LAFOLLETTE

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CITY OF PRINEVILLE RAILWAY

Time Table No. 4
Effective 12:01 a. m. Nov. 9, 1919.

West Bound			
Stations	Motor	Motor	
Leave Prineville	5:30 P.M.	5:15 A.M.	
Leave Wilton	5:45	5:30	
Leave O'Neil	6:15	6:05	
Arrive Prineville Jct.	6:30	6:20	

East Bound			
Stations	Motor	Motor	
Arrive Prineville	7:50 P.M.	9:45 A.M.	
Arrive Wilton	7:35	9:30	
Arrive O'Neil	7:05	9:00	
Leave Prineville Jct.	6:50	8:45	



PRINEVILLE'S FUTURE

Representatives of two of the largest and strongest bond houses west of the Rocky Mountains were discussing the future of the Prineville community Tuesday evening.

One of these men said that in his experience in bond matters, he had never seen a town which was situated on or very near a first class irrigation community that failed to make immense strides as soon as the water was applied to the land.

After a careful summarization of Prineville as it is today, taking into consideration then the irrigation, the timber and livestock resources, all of which will contribute largely to the future prosperity of the community, he stated that he knows of no community in the Northwest with a brighter future than Prineville possesses.

This man is authority on such subjects and he knows just what he is talking about.

THE DAIRY INDUSTRY

While this is primarily a beef and sheep country, or has long been so considered, the possibilities of the dairy industry on the small irrigated

tracts under the Ochoco project and elsewhere should not be overlooked.

With a dozen cows and forty acres any industrious man can make more money than most salaried men receive, and be earning himself a home at the same time.

Instances are numerous of the large returns being paid by the dairy cow, and with the local creamery always ready to pay cash for every can of cream as received, there is no more desirable branch of farming open anywhere.

The fruit man invests large sums of money in land and trees and waits for years for the first return, while the dairyman buys cows today, milks them tonight, and markets his cream tomorrow, receiving cash therefor.

Of course the item of feed is a big one, and a serious one this year, but the situation in this regard will be changed before another winter no doubt, and by planning now the feed can be procured for the summer, fall and winter of this year and the man with small capital and some industry can start himself into a good and safe business.

The dairy business is destined to be one of the strong factors in the development of this community, and should not be overlooked.

CONSTANT EFFORT

While the weather is not all that could be desired for construction work, there is steady progress both on the Ochoco dam and on the Crooked River Highway.

Constant effort is sure to win.

GEN. PERSHING'S OWN STORY

Continued from page 1

while the Russian revolution was well under way, and by the mid-summer of 1917 the final collapse of that government was almost certain.

The relatively low strength of the German forces on the western front led the allies, with much confidence, to attempt a decision on this front; but the losses were very heavy and the effort signally failed. The failure caused a serious reaction, especially on French morale, both in the army and throughout the country, and attempts to carry out extensive or combined operations were indefinitely suspended.

Sank Millions of Tons.

In the five months ending June 30 German submarines had accomplished the destruction of more than 3,250,000 tons of allied shipping. During three years Germany had seen practically all her offensives except Verdun crowned with success. Her battle lines were held on foreign soil and she had withstood every allied attack since the Marne. The German general staff could now foresee the complete elimination of Russia, the possibility of defeating Italy before the end of the year and, finally, the campaign of 1918 against the French and British on the western front which might terminate the war.

It cannot be said that German hopes of final victory were extravagant, either as viewed at that time or as viewed in the light of history. Financial problems of the allies were difficult, supplies were becoming exhausted and their armies had suffered tremendous losses. Discouragement existed not only among the civil population but throughout the armies as well.

Such was the allied morale that, although their superiority on the western front during the last half of 1916 and during 1917 amounted to 20 per cent, only local attacks could be undertaken, and their effect proved wholly insufficient against the German defense. Allied resources in man power at home were low and there was little prospect of materially increasing their armed strength, even in the face of the whole military strength of the Central Powers against them in the spring of 1918.

This was the state of affairs that existed when we entered the war. While our action gave the allies much encouragement, yet this was temporary, and a review of conditions made it apparent that America must make a supreme material effort as soon as possible. After duly considering the tonnage possibilities I cabled the following to Washington on July 6, 1917: "Plans should contemplate sending over at least 1,000,000 men by next May." A general organization project, covering as far as possible the personnel of all combat, staff and administrative units, was forwarded to Washington on July 11. In this I stated: "Needed 1,000,000 Men."

"It is evident that a force of about 1,000,000 is the smallest unit which in modern war will be a complete, well-balanced and independent fighting organization. However, it must be equally clear that the adoption of this size force as a basis of study should not be construed as representing the maximum force which should be sent or which will be needed in France. It is taken as the force which may be expected to reach France in time for an offensive in 1918, and as a unit and basis of organization. Plans for the future should be based, especially in reference to the manufacture of artillery, aviation and other material, on three times this force—i. e., at least 3,000,000 men."

Resolved on an Offensive.
Before developing plans for a line of communications it was necessary to decide upon the probable sector of the front for the eventual employment of a distinctive American force. Our mission was offensive and it was essential to make plans for striking the enemy where a definite military decision could be gained. While the allied armies had endeavored to maintain the offensive, the British, in order to guard the channel ports, were committed to operations in Flanders and the French to the portion of the front protecting Paris. Both lacked troops to operate elsewhere on a large scale.

To the east the great fortified district east of Verdun and around Metz menaced central France, protected the most exposed portion of the German line of communications, that between Metz and Sedan, and covered the Brie iron region, from which the enemy obtained the greater part of the iron required for munitions and material. The coal fields east of Metz were also covered by these same defenses. A deep advance east of Metz, or the capture of the Brie region, by threatening the invasion of rich German territory in the Moselle valley and the Saar basin, thus curtailing her supply of coal or iron, would have a decisive effect in forcing a withdrawal of German troops from northern France. The military and economic situation of the enemy, therefore, indicated Lorraine as the field promising the most fruitful results for the employment of our armies.

The complexity of trench life had enormously increased the tonnage of supplies required by troops. Not only was it a question of providing food, but enormous quantities of munitions and material were needed. Upon the railroads of France fell the burden of meeting the heavy demands of the 3,500,000 allied combatants then engaged. If the American army was to have an independent and flexible system it could not use the lines behind the British-Belgium front nor those in rear of the French front covering Paris.

Chose the Southern Ports.
The problem confronting the American expeditionary forces was then to superimpose its rail communications on those of France where there would be the least possible disturbance to the arteries of supply of the two great allied armies already in the field. The lines selected, therefore, were those leading from the comparatively unused South Atlantic ports of France to the northeast, where it was believed the American armies could be employed to the best advantage.

For all practical purposes the American expeditionary forces were based on the American continent. Three thousand miles of ocean to cross, with the growing submarine menace confronting us, the quantity of ship tonnage that would be available then unknown, and a line of communications by land 400 miles long from French ports to our probable front presented difficulties that seemed almost insurmountable as compared with those of our allies.

In providing for the storage and distribution of reserve supplies an allowance of 45 days in the base sections was planned, with 30 days in the intermediate section, and 15 days in the advance section. After the safety of our sea transport was practically assured, this was reduced to a total of 45 days, distributed proportionately. When the armistice was signed all projects for construction had been completed and supplies were on hand to meet the needs of 2,000,000 men, while further plans for necessary construction and for the supply of an ad-

(To be continued)

TRAVELED BY DEVIOUS WAYS

Correspondent Experienced Acute Discomfort While on a Journey Through the Holy Land.

It is eight or nine miles, as I estimate, from the Euphrates to Constantinople, if one follows the course of the Bagdad railroad, whose track is laid a part of the way where the feet of the "ten thousand" had marched, where St. Paul had tramped, in his first and second missionary journeys, and where Godfrey of Bouillon, Tancred, Baldwin, Raymond and Bohemond had passed, and Frederick the First had perished.

In my anabasis (if I may give my lonely expedition a name so ambitious and yet so contented by many a youth) from the Euphrates toward Constantinople I had to make a circuitous journey, as did St. Paul from Damascus, writes John H. Finley in July Scribner's. I went first from Aleppo to Damascus, then to Jerusalem, then to Haifa (near old Caesarea where St. Paul took ship), and then by sea to Beirut and Herina, on the coast of Asia Minor, a few miles from St. Paul's "home town" Tarsus, which was also the same town as that toward which Jonah sailed from Jaffa, when evading the call to Nineveh. But the reader would, I fear, find this an uncomfortable and perhaps a tiresome trip, even to read of, for I traveled most of the way in freight cars (of the type known to our soldiers in France, accommodating "forty-five hommes or eight chevaux") on a trawler (which was absolutely the most uncomfortable means of transportation that I had ever endured) and on a British "destroyer" which might very fitly have borne St. Paul's name before he changed it, in the days when he was "breathing out threatenings and slaughter."

There is a shorter and less indirect way, for, speaking generally, there is no direct way from one place to another in that part of the world. This is probably the reason why the street in Damascus called "Straight" got its distinguishing name.

SUFFERED FOR THEIR FAITH

French Huguenots Driven into Exile by the Revocation of the Edict of Nantes.

The Huguenots were the Puritans of France in the sixteenth and seventeenth centuries. The name was first used about 1560; its origin is unknown. The Huguenots suffered severely in the reigns of Francis I and his immediate successors, and after 1562 were frequently involved in war, under the leadership of such men as Admiral Coligny and King Henry of Navarre, afterwards Henry IV of France. Coligny and from 20,000 to 30,000 others fell in the massacre of St. Bartholomew, August 24, 1572. It is disputed in history whether this was suddenly caused by the discovery of Huguenot plots or had been premeditated. In spite of all this, they continued numerous and powerful and the edict of Nantes, issued in 1598 by Henry IV gave them full political and civil rights. Their power was broken after the surrender of La Rochelle and the revocation of the edict of Nantes by Louis XIV in 1685, and hundreds of thousands of Huguenots went into exile, going to Prussia, Holland, Switzerland, England, Scotland and America.

Chinese Curb Tobacco Users.

China's ministry of the interior has telegraphed the following circular instructions to the Shenchangs and Tuntungs all over the country, according to the Peking Daily News:

"It has been noticed that almost everybody in the country has indulged in the use of cigars or cigarettes, which will become a worse curse to the nation than opium in former days unless some restrictions are imposed. It is hereby decided that before taking up any measure for the total prohibition of its use, the following restrictions shall be imposed: First, no boy or girl under eighteen years of age shall be allowed to smoke cigars or cigarettes; second, any military or naval man using it shall be punished; third, the use of cigars and cigarettes in all government schools and colleges shall be strictly prohibited."—Far Eastern Bureau Bulletin.

Legislators Must Work.

A novel method of forcing attendance in the chamber of deputies of the Republic of Argentina has been suggested by a member who is out of patience with those who draw their salaries from the public purse but fail to fulfill their constitutional obligation of regular attendance.

The suggestion is in the form of a bill providing for payment per day to deputies instead of a lump sum every month. Failure to answer the roll call is equivalent to absence, and the measure provides that no deputy shall receive his pay for days when he is absent from the regular sessions.

Land for National Forests.

The national forest reservation commission has just approved for purchase 48,581 acres of land for national forests in the White mountains, Southern Appalachians and Arkansas.

The largest tracts are in the White mountains, where 31,022 acres in Carroll and Grafton counties, New Hampshire, and 1,220 acres in Oxford county, Maine, were approved for purchase at an average price of \$7.35 per acre. These lands include the scenic peaks of Mount Choocorum and Mount Paus, much visited by tourists and made accessible by trails maintained by the Choocorum club.



Removes every vestige of those unsightly lint balls, threads and embedded dirt that most other cleaners leave.

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PRINEVILLE, OREGON

Farmers Attention!

Why not break the force of winter's cold, penetrating winds from your house and barns by planting a few rows of Carolina Poplars, Lombardy Poplars, Black Locusts, Box or Elders on the windward side of your buildings? These are hardy, fast-growing trees and will in a very few years prove great protectors from winds during both winter and summer. The small expense involved will be many times repaid in the shelter they will give you. Plant your trees about eight feet apart in a double row. Figure out how many you want and let us quote you on your requirements. "A hustling salesman wanted in this section."

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Don't let your stock lose their Summer's gain through November neglect. Your animals are now going on dry feed—hay and grain.

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