

Crook County Journal
 BY GUY LAFOLLETTE
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PRINEVILLE CITY RAILWAY
 Time Table No. 5
 Effective 12:01 A. M. Sunday, February 29, 1920

West Bound			
Stations	Motor	Motor	Mixed
	No. 5	No. 3	No. 1
	P. M.	P. M.	A. M.
Lv. Prineville	7:40	4:45	5:15
Lv. Wilton	7:55	5:00	5:30
Lv. McCallister	8:10	5:15	5:45
Lv. O'Neill	8:20	5:25	6:00
Ar. Prineville Jet	8:35	5:45	6:20

East Bound			
Stations	Mixed	Motor	Motor
	No. 2	No. 4	No. 6
	A. M.	P. M.	P. M.
Ar. Prineville	8:35	6:55	9:45
Ar. Wilton	8:50	7:10	9:30
Ar. McCallister	7:05	6:25	9:25
Ar. O'Neill	7:55	6:15	8:45
Lv. Prineville Jet	7:40	6:00	8:45

TRADE IN OUR TOWN
ROAD BOND AMENDMENT
 Among the nine state measures to be voted upon at the May 21 election is a constitutional amendment ratification of which is essential to early completion of the state highway program. It is a measure increasing the Constitutional limit on state road bond indebtedness from 2 per cent to 4 per cent of the assessed valuation of all property in Oregon. As the assessed value aggregates approximately \$1,000,000,000, adoption of this amendment would enable the legislature to authorize the issue of a total of \$40,000,000 of state highway bonds, including all that have been authorized or issued to date. Unless this amendment is ratified, the existing 2 per cent limitation would hold the bond issue down to \$20,000,000, all of which either has been issued or has been contracted for in state highway work to be completed during 1920.

The alternative to authorizing this increase to 4 per cent is to let completion of the State's main highways drag along after 1920 as they can be improved from annual revenues, or to vote a heavy direct state tax on property such as has been proposed for the November election. The direct tax proposal is for a 5 mill state road tax, which would visit such a heavy additional burden upon property that its enactment is unthinkable so long as there is any other method of financing the state highway program.

As against the direct tax proposition, the bonding amendment to be voted upon May 21 contains distinct advantages.

Not the least of these advantages is that no property tax whatsoever is involved in its ratification. The annual revenues from the present auto license fees and gasoline tax will apply for both principal and interest of the entire \$40,000,000 bonds that have been and can be issued under the 4 per cent limitation. No increase in either of these fees will be required and as said, no property tax whatsoever.

A table has been compiled by the legislative committee and published in the official state pamphlet, mailed to registered voters, showing the income from auto license fees and gas tax and also the interest and bond redemption payments as they will be made from year to year until all the bonds have been redeemed. This table shows that besides taking an interest and principal of all the bonds, the revenues from auto license fees and gasoline tax will yield an annual surplus to be used for other state purposes. The revenue figured upon for bond interest and redemption does not include any part of the proceeds of the auto license fees that are turned over to the counties, and neither does it include the cost of administration of auto tag or auto fee collection. Neither of these disbursements are interfered with or invaded, and the revenue for bond interest and redemption is the net that is left after the counties have been taken care of and all administration expenses paid. This table, which will be in the hands of every registered voter, is one which should be studied carefully. It has been audited and certified as correct, and shows beyond a doubt that the revenue from the two automobile sources will be abundant to take care of bond principal and interest without any increase of present rates and without any property tax. In the light of the information in this table, it would seem suicidal for taxpayers to permit a direct state road tax levy of 5 mills in addition to all other local property taxes that must be met in ever increasing amounts.

By ratifying this bonding amendment, the voters of Oregon simply permit the automobile owners to get the early use of the state roads which they are paying for out of their own pockets. If the bonds are issued, all the main state highways can be connected up soon, so that travel may be enjoyed from each section of the state to every other part, via the state highways east and west as well as north and south. The development that will follow in the wake of this travel will be of incalculable value to the state, to say nothing of the enhancement in property values that will accrue. All along the highways, an outlet will be furnished for the products of all the adjacent and tributary farming regions.

In addition to providing funds for completion of the main state highway program, the authorization of a total of \$40,000,000 bonds, (including the \$20,000,000 already authorized by the constitution), will enable the state to match the federal funds that have been apportioned for Oregon for post roads and forest roads. Unless this pending amendment is ratified, the state will not have sufficient funds with which to meet the government on a dollar for dollar basis, and this will be denied the aid of millions of federal money for Oregon roads.

Failure to adopt this amendment is certain to visit a heavy penalty on the taxpayers of many counties. It is certain that if the state has insufficient funds with which to connect up the main highways, such a clamor will go in many localities that the counties will be forced to vote direct property taxes to construct the missing links. In this event, the county property would have to carry the burden that would be borne exclusively by the auto owner under the pending amendment. No one who has observed the trend of sentiment in favor of completing these state highways but what is aware that it cannot be restrained. If the auto owners are not permitted to have their money used to build the roads at an early date, they will unite in support of any direct tax that may be proposed as a means of getting the roads finished. As a safeguard to protect property from inevitable heavy taxation for state roads, farsighted taxpayers regarding this 4 per cent bonding amendment their earnest support.

Oregon has been singularly fortunate in that the cost of state highways has been held down by an exceptionally able and honest state highway commission. Paying of state roads in Oregon has cost from 20 to 50 per cent less than in most other states, and this lower cost has been in spite of the advantages possessed by most other states in the lower cost of road materials. In no other state, without exception, has public sentiment been able to draft into the public service highway commission with adequate funds to complete the state highway program is to insure its completion at a minimum of cost for maximum of return for each dollar spent.

FOR SHERIFF
 I hereby announce my candidacy for the nomination for Sheriff of Crook County on the Democratic Ticket, subject to the approval of the voters at the primary election.
 O. H. OLSON.

FOR COUNTY SUPERINTENDENT
 I will be a candidate for the nomination of County Superintendent on the Republican ticket at the Primary election May 21, 1920.
 Paid Adv. 18tfc J. E. MYERS

FOR SHERIFF
 I will be a candidate for the nomination for Sheriff of Crook county on the Republican ticket, at the primary election, May 21, 1920.
 Paid Adv. 18tfc JOHN COMBS.

FOR ASSESSOR
 I will be a candidate for the nomination of County Assessor on the Democratic ticket at the Primary election May 21, 1920.
 Paid Adv. 18tfc H. A. FOSTER.

FOR COUNTY CLERK
 I will be a candidate for the nomination of County Clerk on the Democratic ticket at the Primary election May 21, 1920.
 Paid Adv. 18tfc ASA W. BATTLES

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FOR SHERIFF
 I hereby announce my candidacy for the nomination for Sheriff of Crook County on the Democratic Ticket, subject to the approval of the voters at the primary election.
 O. H. OLSON.

FOR STATE REPRESENTATIVE
 I hereby announce myself a candidate for re-election to the office of State representative subject to the approval of the Republican voters in Crook, Jefferson, Grant, Lake, Klamath and Deschutes counties. If renominated and elected to fill one of the two places for my fourth session I will continue to serve each of the counties of the District to the best of my ability.
 DENTON G. URDICK.
 (Paid Adv.) State Representative.

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Our News Section

EDITED AT HOME

Did you ever stop to think that we specialize on Groceries? Our close study of the grocery business offers you a better assortment of stock at Prices That are Right. Give us a trial.

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Bearing "Jiggi" Strapped To Her Shoulders, She Transports Loads.

When an American wants to travel, he telephones for a taxicab. But in Korea the taxis are "jiggis,"—baskets of wood and bamboo. The front view of the "jiggi" gives the impression of a spreading fan, but in the rear is a platform on which the trunks or other baggage are placed. The children are piled on top of the boxes and the strange moving van bobs away.

Perhaps a boy only fifteen or sixteen years old will play the part of beast of burden, but it is generally a Korean woman who tests her strength to the breaking point as she carries a steamer trunk down the street.

The condition of women and children in foreign lands is a problem to which the new Interchurch World Movement, in which America's Protestant bodies are cooperating, has been asked to give special attention. To this end, schools and social centers are to be established at various points throughout Korea, while a central union college also is to be staffed and equipped at the expense of the churches of America.

Spring Hats for Men

HARDEMAN
 Better Hats for Men

We have for your selection the largest and best stock of Mens' Hats ever shown in Prineville. You will find our goods equal to any city, and prices below those of any store anywhere. Fall prices will be higher than are now effective. All our hats are made on the Coast. See our window display.

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