

PRINEVILLE CITY RAILWAY
Time Table No. 3
Effective 12:01 A. M. Sunday, Feb-
ruary 20, 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	6:15
Lv. Wilton	7:55	5:00	6:30
Lv. McCallister	8:10	5:15	6:45
Lv. O'Neill	8:20	5:25	6:50
Ar. Prineville Jct	8:35	5:45	6:30
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	8:20	6:40	9:30
Ar. McCallister	7:05	6:25	9:25
Ar. O'Neill	7:55	6:15	9:45
Lv. Prineville Jct	7:40	6:00	8:45

CROOK COUNTY JOURNAL

GUY LAFOLLETTE,
Editor and Publisher

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notify us at once, giving both old and new
address.

Advertising Representative
AMERICAN PRESS ASSOCIATION

We notice that it is expected to
adjust the matter of automobile and
Ford licenses next year according to
the weight of the cars; and, while
this plan might not be a bad way of
fixing it, still we believe that a more
just method would be to charge by
mileage instead of weight. By this
plan the ones using the roads the
most would pay more, while those
making only occasional use of their
car would not be burdened by the
heavy tax necessary to keep up roads
which were pounded to pieces by the
cars in constant use.

If this plan was adopted, all that
would be necessary would be for the
state to appoint as deputies in each
town the garage owners, and make
it their duty to set back the speedo-
meters of the cars as they presented
themselves and issue to the drivers
an inspection card stamped, and giving
the license number, to be retained
for the purpose of showing that
they were entitled to travel on the
roads. In order to simplify the work
of the authorities, an inspection card
could be attached to the windshield
that could be readily noticed. At
the end of each season make it the
duty of each car owner to appear
and settle for the mileage recorded
at the rate of a certain price per
thousand miles. Some plan like
this would, in our estimation, be an
absolutely fair way of taking care
of the matter. As it is now, or as it
would be under the weight system,
those who only use their cars occa-
sionally are compelled to pay a very

high price for the privilege of trav-
eling as against those who are con-
stantly on the go.
If this mileage plan were adopted,
it would, of course, be necessary to
install mileage recorders which were
proof against tampering, and when
set for the year, to be sealed until
inspected. A minimum mileage
could be decided upon, and all ex-
cess mileage paid for above that fig-
ure, as would be provided by law.

PRESIDENTIAL FACTS

Warren G. Harding, who takes of-
fice today as the 29th president of
the United States, is the first presi-
dent to be elected to that high office
on his birthday. He was 55 years
old November 2nd, 1920. He is the
first U. S. Senator elected to the
presidency.

President Harding is the seventh
president contributed to the country
by the state of Ohio. Only Virginia,
with a total of eight presidents born
within her borders, outranks Ohio
in this regard. No president has
been born west of Ohio. No presi-
dent has resided west of Illinois.

President Harding is the seventh
president of Scotch-Irish paternal
ancestry. 15 of our presidents, over
the period of 133 years, have been
of English descent, three of Scotch,
one of Welch and two of Dutch.
The average age of our presidents
at inauguration is 54 years, approxi-
mately, while the approximate aver-
age at death has been 66 years.

President Harding exemplifies the
rapid rise possible in American life
better than any of his predecessors.
He was not included in the 1914-15
"Whos Who."

Like many of his predecessors al-
so his parents were not wealthy and
he has risen to the highest office in
the gift of American people thru fru-
gality, industry and thrift, of which
he is a warm exponent, as evidenced
by his recent approval of the Gov-
ernment's Thrift and Savings work,
represented in the sales of Thrift,
Treasury and War Savings Stamps
and Treasury Savings Certificates.—
Globe-Democrat.

YOU AND ME

Whenever everything is wrong, 95
percent of it is you.

Where you find much poverty, you
find little soap.

When a man gets to the point
where he has nothing to sell, he is
about through.

It is much easier for a woman to
get into the silk underwear habit
than it is to go back to cotton.

After a man in a small town gets
a little money ahead, they stop call-
ing him "Hey there!" and address
him as "Mister."

If a man cannot behave himself

without making an affidavit, he is a
good man to leave alone.

A good borrower never considers
himself broke.

A frying pan becomes a chafing
dish when it gets into society.

The only place a plug hat amounts
to anything is in a small town.

It is far easier to become rich than
to become respectable.

High finance is the art of taking
money from other people and calling
it "speculation", instead of theft.

People who dislike you only see
your bad points; people who love
you see only your good while you
have the real fun of seeing them
both.—Mitchell Sentinel.

HOW NEW LICENSE ACT
WILL AFFECT AUTOS

The tax provided by the new mo-
tor license act which goes into effect
January 1, next, is based on the net
weight of the car. For checking
purposes, automobile makers selling
their product in Oregon are required
to furnish the secretary of state with
the shipping weight of their cars. It
is understood that this will be also
the basis from which the license fees
will be worked out.

It should be understood also that
additional equipment will have to be
reckoned in such cars as weigh close-
up on the class maximum weight.

The schedule of weights of 1921
models, which vary very little in
most cases from weights of previous
years, follows:

Class 1, 1700 lbs. or under; tax,
\$15. Ford.

Class 2, 2100 lbs. or under; tax,
\$22. Chevrolet, Maxwell, and Over-
land.

Class 3, 2500 lbs. or under; tax,
\$28. Briscoe, Dodge, Dort, Frank-
lin, Gardner, Hupmobile, Oakland,
Scripps-Booth, and Studebaker.

Class 4, 2900 lbs. or under; tax,
\$34. Auburn, Chevrolet FB, Cleve-
land, Elgin, Essex, Grant, Nash 4,
Oldsmobile 43-A, Saxon, Sheridan 4
and Velle.

Class 5, 3300 lbs. or under; tax,
\$40. Buick 5, Buick 7, Chalmers,
35-B, Chalmers 35-C, Chandler, Li-
berly, Mitchell F-40, Nash 6, Olds-
mobile 45, Packard 6, Reo, Stude-
baker Sp. 6, Studebaker Big 6 and
Velle 48.

Class 6, 3700 lbs. or under; tax,
\$47. Case, Hudson Super, Roamer
54 and Roamer 75.

Class 7, 4100 lbs. or under; tax,
\$55. Cadillac, Cole, Sheridan 8,
Stutz, Winton and Elgin.

THE FARM LOAN ACT

The farm loan act, designed to as-
sist agricultural development by
providing readily accessible credits
to farmers through federal land
banks, was declared valid by the su-
preme court.

In an opinion, which Commission-
er Lobdell of the farm loan board
declared removed every shadow of
question as to the legality of the
banks or their bonds, the court held
congress had authority to establish
the land banks and to exempt the
bonds from state taxation.

He announced there would be an
immediate issue of farm loan bonds
to finance the hundreds of millions
of dollars in loans approved by the
board.

Farm loans aggregating more than
\$50,000,000 have been held up since
May, 1920, as a result of the suit.

Applications to this amount were
pending when Commissioner Lob-
dell announced at a conference of
farm loan officials here that official
approval would be withheld pending
a decision of the court.

Officials placed the total amount
of loans to farmers held in abeyance
by the suit at many times \$50,000,-
000, however, the receipt of applica-
tions having stopped with Commis-
sioner Lobdell's announcement. On
March 1, 1920, the farm loan board
reported that \$182,897,000 had
been advanced to 75,384 farmers,
and that applications from 179,734
persons then pending totalled \$471,-
000,000.

DEBTS

Indebtedness has ruined many
men and made money. To go in
debt for transient pleasure, to grati-
fy vanity, or for things one cannot
afford, is the height of folly. But
the man who saves a few hundred
dollars and uses them as a margin
on the purchase of a home or a little
farm, or a small business, is likely
to profit by his indebtedness in the
long run. Many a comfortable
home has been paid for in 10 to 12
years with money that otherwise
would have gone for rent.

The right kind of indebtedness
stimulates effort, promotes economy
and not infrequently, when the debt
hangs over the home of a young
family, is exactly the right training
in self-denial and saving. In safe-
guarding the home or the farm
many a family has established the
habits of thrift that have insured fi-
nancial success later in life.—Ex.

CATALOGUE HOUSES

It is conceded that the man with
a dollar has a right to spend it for
whatever he wants. Neither is his
right to spend it wherever he choos-
es denied him. But is it right to
send your dollars out to the cata-
logue houses and deprive your home
merchants of what is legitimately
theirs? Did any patron of these
houses ever receive better value for
their money than the home mer-
chants give them? The home deal-
ers handle standard goods made by
reliable manufacturers; the cata-
logue houses handle manufacturers'
culls, and their patrons pay more
for such goods than they would for
a first-class article from his home
dealer. Diston saws, for instance,
are a standardized product and uni-
versally known as being first-class.
Compare the prices for them (if you
can find them quoted in the cata-
logues) with the price asked by your
local dealer for the identical saw,
and you will find little or no differ-
ence. It is so with all lines of stan-
dard-made goods. The catalogue
houses pile up colossal fortunes by
selling inferior goods at high prices.

Another phase of the matter, and
one that ought to compel any man to
hesitate and think before sending
his money out of the community in
which he lives, is the disloyalty that
is shown. Did any patron of a cat-
alogue house ever receive credit at
his favorite house? Did any of
these houses put a single dollar into
the construction of our handsome
schoolhouse? Are any of them help-
ing to finance the building of our
system of highways? Think over
these things, you that patronize the
outside houses. You are loyal citi-
zens of this county in all things else,
and a little thought on the evils at-
tendant upon sending your money
away will make you loyal in this re-
spect, too.—Joseph Herald.

ADVANTAGE IN CO-OPERATION
Practically all the county agents
in Eastern Oregon have adopted
work along the following lines: (1)
adoption of Grimm alfalfa, (2) ap-
plication of sulphur to alfalfa, (3)
silos, (4) pest control, (5) better
livestock.
Many other plans were adopted in
different counties. These are com-
mon, however, to most counties and
are of fundamental importance from
an economic standpoint.
For instance, there are more than
50,000 acres of alfalfa land, the pro-
duction of which may be increased
from 20 to 50 percent by the use of
Grimm alfalfa.
There are 100,000 acres of alfal-
fa which will return a ton per acre
for every dollar expended for sul-
phur or land plaster.
The cost of beef, wool and dairy
production can be reduced from 20
to 50 percent by feeding ensilage
figuring the cost of ensilage produc-
tion and feeding value in compari-
son with hay crops.
In some districts in certain coun-
ties, pests, chiefly rabbits and squir-
rels, are destroying more range and
crops than the livestock. The Klam-
ath county farm bureau handled ten
and one-half tons of poison last year
for its members at a great reduc-
tion in cost. In some counties farm
bureau members instead of purchas-
ing livestock indiscriminately at
public sales and from speculators,
pool their orders and have members
of the organization select stock de-
sired.
With difficult financial situations
facing the farmers these efficiency
factors become more important than
ever.

Dangerous Maladies.

There are more deaths from measles
and whooping cough than from scar-
let fever. Greater efforts in school
hygiene would seem to be the only
way in which this problem can be
coped with successfully, combined
with the education of parents in the
necessity for the observation of quar-
antine and isolation procedures even
for these simple diseases.

BIDS WANTED

Oregon & Western Colonization
Company, will consider bids for the
construction of eighteen miles of
four (barbed) wire fence, posts sev-
en feet long, top diameter not less
than four inches, and placed two
feet in the ground, and sixteen feet
apart with a limit of twenty feet
where not possible to place sixteen
feet. Four gates in fence, twelve
feet wide, and six feet high, made of
1 1/2 x 8-inch lumber, and placed in
position with gate posts four feet in
the ground, and twelve feet above
the ground with top diameter not
less than six inches, and a tie 2x8
over top.
If bid accepted construction to be-
gin by April 5, 1921, and be com-
pleted by May 20, 1921.
All bids specify kind of material
posts are made from.
Company to furnish all (barbed)
wire and staples F. O. B. Bend, Ore-
gon, and fence to be constructed



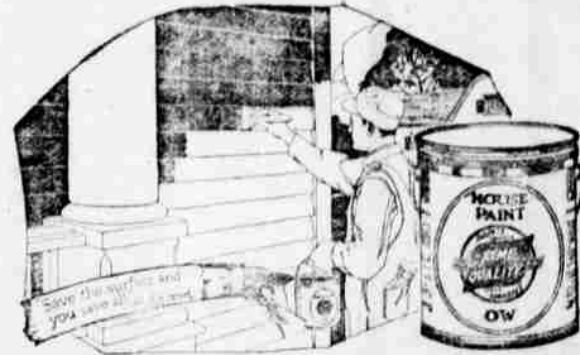
SAY!

Don't forget that
the Crook County
Journal is only
awaiting the re-
ceipt of your \$2
to appear at your
home

52

times. It saves
you the trouble of
always borrow-
ing it from your
neighbor.

around their cut-over lands west of
Bend, Oregon, and south of Tumalo
Creek, in Deschutes County, Oregon.
All bids to be filed with Oregon &
Western Colonization Company, Pi-
oneer Bldg., St. Paul, Minn., on or
before March 25, 1921, and a copy
filed with B. F. Johnson, Prineville,
Oregon, on same date, and all en-
velopes containing bids should be
marked "Bid on Fence", and bids
will be opened at one o'clock P. M.,
March 25, 1921, and the Company
reserves the right to reject any or
all bids.
25c



Paint Creates Prosperity

Save the Surface and You Save All.

The "run down" house (there is one near you) is fast going to
ruin merely because the owner unwisely neglects to keep it pro-
tected with paint.

It costs more not to paint than to paint. Paint saves the sur-
face and protects the building from sun, rain, frost and varying
weather conditions that bring destruction.

QUALITY
HOUSE PAINT

gives lasting protection and beauty.
It costs less because it takes less and lasts longer.
call at our store and let us show you color samples and assist
you in selecting the proper color combinations that will make the
house appear to the best advantage

LAKIN HARDWARE
"WHERE IT PAYS TO TRADE."

Correct
lubrication

A grade for each
type of engine

The Standard Oil
ZERO LENE
For Motor Cars

STANDARD OIL COMPANY
(CALIFORNIA)