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BEND, OREGON

URGE DEVELOPMENT OF SEED POTATOES

(By United Press to The Daily Bulletin) Development of the seed potato industry in this section is urged in the latest news letter to be sent out from the office of the secretary of the

Deschutes Valley Potato Growers association. The letter in full follows:

"Redmond, Or., Feb. 24, 1917.—Overtures have been made to the people in the vicinity of Tumalo, Terrebonne and Bend to join the association. Our association does not belong

to Redmond, it covers the Deschutes valley in Crook and Deschutes counties, and will serve all the localities therein. Already several from the Bend district and from Terrebonne have joined, and branch loading stations will be established there. We now have 81 members.

"Our reputation in the 'Blue Book' (a guide of the producers' associations) is A-1. Our quality is unapproachable. We have the making here of an important industry, but for seed. Our geographical situation together with the climate and altitude are big advertising features. When potatoes on the market take the ordinary price, seed potatoes always sell better. Yakima grows many more times the potatoes than we, but about two years of their seed, and they have to send off for seed. They have been sending to Minnesota. We have just sold them a car of Deschutes Gems for seed. If it takes well, there is a future close at hand.

"On good authority we are advised that Texas will take 10 or 15 cars of Early Ohio seed potatoes from our organization next year, and pay 25 per cent more for them.

"Three cars were sold on the 13th of this month at \$3.35 cwt. The car of seed to Yakima brought \$3.75 yesterday. The market is still very strong, with no indication of a decline, as yet.

"During this high price period, and sometimes as a general matter of farm practice, the good-sized pota-

toes are sold and the small ones used for seed. Just a word of caution. Don't sell the other fellow your best stuff, while you plant the culls and then expect to hold his trade and keep it up. Remember that we are trying to be the best potato producers and there is none too good for our own use. We have a future here, a good industry, and let us not wreck it by a short-sighted policy.

"Five men have been selected to promote the production of Certified Potato Seed in this section. One man has been chosen from Tumalo, Powell Butte, Redmond, Lower Bridge and Terrebonne. These men will plant the same variety, give careful cultivation, weed out those not true to type, hill select in the fall and after two or three inspections by a college officer, the potatoes will be certified and sealed. Next year it is planned to enlarge the scope of the work. The advantage of producing this kind of seed is quite apparent.

The county agent's office is planning together with others interested, a potato contest of such proportions that this industry will be featured at the fairs in the fall, and the production of standard varieties of better grade and quality will be encouraged. Yours very truly, R. H. PARSONS, Mgr. Deschutes Valley Potato Growers' Ass'n, R. A. BLANCHARD, County Agricultural Agent.

Wednesday's Special

MANNHEIMER BROTHERS

5 Cent Celluloid Hairpins 2 Packages 5c for

BARTENDERS SERVE LIQUORLESS PUNCH

(By United Press to The Daily Bulletin) SACRAMENTO, Cal., Feb. 27.—Liquorless punch featured the ball

of the Sacramento Bartenders' Union here. No booze was allowed on the premises. This information was contained in the invitations issued for the event. The average bartender never takes a drink, the banqueters said.

SIX OF PROPOSED STATE ROADS LEAD TO BEND

Below is printed, for the first time in Central Oregon, a map showing all the state roads which it is proposed to construct under the provisions of the bonding bill which will be passed upon by the people at the June 4th special election. The map is used by The Bulletin, through the courtesy of the Portland Oregonian. Following are extracts from the bill itself, describing the roads which are to receive the attention of the State Highway Commission if the proposal is approved by Oregon voters:

It is hereby determined that the following highways should be permanently constructed and finished with a hard surface.

1. The Columbia River Highway from the Multnomah county line to Astoria, Seaside, and south in Clatsop county to the Tillamook county line.

2. The Pacific Highway from the Multnomah county line through Washington county and Yamhill county by way of Hillsboro, Forest Grove, McMinnville to Dallas, Monmouth and Independence, in Polk county; to Corvallis and Monroe in Benton county, and through Eugene to the north line of Douglas county.

3. The Pacific Highway from the Multnomah county line through Oswego, Oregon City and Canby in Clackamas county, thence through Marion and Linn counties, to a junction with the highway at Junction City.

4. Such portions of the Columbia River Highway between the Multnomah county line easterly through the city of Hood River and Hood River county and through The Dalles and Wasco county, through Gilliam county, by way of the town of Arling-

ton and up the Columbia river to the confluence of the Umatilla river with the Columbia river, thence up the Umatilla river through Hermiston, Stanfield, Echo and Pendleton, and thence by such route as shall be determined by the State Highway Commission to La Grande, Baker, and to the Idaho line, as the county courts of the various counties affected shall agree to prepare the road ready for paving.

5. The Pacific Highway through Jackson county, where the same has not already been paved, along the route heretofore adopted by the State Highway Commission.

6. Commencing on the Columbia River Highway at or near Arlington in Gilliam county, thence up Willow creek in Morrow county, through the cities of Ione, Lexington and Hopper in Morrow county, and through Pilot Rock, Pendleton, Adams, Athena, Weston, Milton and Freewater in Umatilla county to the Oregon and Washington state line.

7. A road from the south line of Clatsop county, at the end of its highway described in paragraph 1 hereof, south by Wheeler to Garibaldi.

8. A road from the Multnomah county line by Tigard, Rex and Newberg to McMinnville.

For the purposes of this act the above highways are to be known as hard-surfaced highways.

Section 7. The following highways, to-wit:

1. The road running from the north line of Douglas county to the Jackson county line over the line of the Pacific Highway as adopted by the State Highway Commission;

2. All that portion of the Columbia River Highway described in the fourth paragraph of the description of hard-surfaced roads as described in Section 6 of this act, which the county courts of the several counties through which the same is located, shall not determine to prepare for paving as is herein provided, shall be considered a post road, and eligible to improvements as such under the provisions of this act;

3. A road from Roseburg, by Myrtle Point and Coquille to Marshfield;

4. A road from the Pacific Highway, from a point at or near McMinnville, by Willamina to Tillamook City;

5. A road from The Dalles by way of Dufur, Maupia and Shaniko to Redmond, Bend and from thence to Klamath Falls;

6. A road from Bend to Lakeview;

7. A road from an intersection with the Columbia River Highway at a point either in Sherman or Gilliam county, by way of Condon, Fossil and Spray and thence up the John Day valley to such a point as the Highway Commission shall elect, and from thence to Vale and the Idaho line;

8. A road from La Grande, through Union and Wallowa counties to Joseph;

9. A road from Bend, through Burns and Harney to Vale;

shall be known as post roads and shall be constructed along routes between said certain points to be agreed upon by the representatives of the federal government, and said State Highway Commission. Said post roads shall be constructed according to specifications agreed upon between the representatives of the federal government and said State Highway Commission.

Section 8. Roads over the follow-

ing routes are hereby adopted and designated as forest roads, to-wit:

1. A road from Medford in Jackson county as surveyed and adopted by the federal government in co-operation with the State of Oregon, by the way of Crater Lake, to a point in Klamath county to be selected by the said Highway Commission and the federal officials representing the federal government, operating under what is known as the "Shackelford Bill," by way of the Siuslaw river, to a point in Coos county to be selected by said highway commissioner.

3. A road from Eugene connecting Willamette valley with Eastern Oregon by way of the McKenzie river to Bend.

4. A road connecting the post road from the Columbia river highway up the John Day valley with the post road between The Dalles and Bend.

5. A road from Albany, via Lebanon, Cascadia and Fish Lake, to Bend. No preference shall be given in the construction, improving or paying any of the roads described herein by reason of the numerical designation of such roads.

