



**Brooks-Scanlon Lumber Co.**

Better dining room and culinary service for its men employed in the camps is the aim of the Brooks-Scanlon Lumber Co. in building two dining cars and a kitchen car erected on the trucks of flat cars. The three buildings are nearing completion at the yards of the company and will be put into service about the last of May, when the company moves from its present site of operations to the Wet Weather springs, one of the finest sites on the timber holdings of the company for a camp.

The new dining cars have dimensions of 12 by 40 feet and will easily seat 100 men. The kitchen car is 12 by 32 feet. When in operation the kitchen car will stand between the two dining cars.

The company expects to have its new camp going by June 1, when it will employ about 150 men in the logging.

The locomotives of the Brooks-Scanlon Lumber Co. are on a strike. "Two Spot" is in the repair shops of the S. P. & S. Co. at Vancouver, Washington, and the second locomotive had a breakdown last week which tied up shipping logs from the woods to the mill for several days. Fortunately the company had sufficient logs in the pond to enable cutting at the mill.

The Brooks-Scanlon Lumber Co. is employing approximately 150 men in its winter camps, which is the largest it has used so far in the woods.

Temporary platforms, improvised sheds are being erected at different places along the tracks of the Brooks-Scanlon Lumber Co.; the floor space in the dry shed and box factory is almost entirely taken up with finished stock. The problem of supplying orders is becoming more vexatious every week. Sales agents are calling upon the company from all parts of the country to rush orders. Dealers are wiring in constantly too, requesting shipment of their orders. In response to these extra-urgent requests, the company is able to reply "it can't be done." The car shortage situation now is becoming

exceeding grave. Take a look at H. H. Lamping, of the shipping department, and it is clearly evident that he is perplexed. Adolph Eng, will throw up his hands at the very mention of cars. R. R. Cook, foreman of the box factory, will set his molars into his "Star" plug more vehemently if asked, "what are you going to do about it?" A person could get lost in the box factory these days among the high tiers of finished lumber.

Before his return to Bend, Manager J. P. Keyes, of the Brooks-Scanlon Lumber Co., will tour parts of Cuba, where the Brooks interests have big timber holdings on the island.

Harry K. Brooks returned this morning from Spokane, where he attended the annual meeting of the Western Pine Manufacturers' association.

**The Shevlin-Hixon Company.**

General Manager T. A. McCann returned Thursday from Spokane, where he attended the annual meeting of the Western Pine Manufacturers' association.

J. P. Hennesey returned Thursday morning from a two weeks' business trip to Libby, Montana.

E. F. Nichols is in Portland this week to secure a flatcar of sufficient length and strength to carry the new Liddgerwood overhead skidder and loader, recently put in operation at the logging camps of the Shevlin-Hixon Company.

D. C. Bradford, of the Bradford-Kennedy Company, sales agents at Omaha, for the Shevlin-Hixon Company, is in Bend this week on business, and is looking over the Bend plant.

To lessen the fire danger, the Shevlin-Hixon Company is having the oil tanks near the railroad bridge moved to a more isolated spot.

An addition to the planing mill dock is being built at the Shevlin-Hixon Company's plant this week.

**IRRIGATION CODE WINS APPROVAL**

**RAPID DEVELOPMENT OF PROJECTS MADE POSSIBLE BY ACTION OF THE OREGON LEGISLATURE.**

(From Saturday's Daily.)

That the passage of the Irrigation code by the legislature will result in the rapid development of projects in Central Oregon, was the assertion this afternoon of County Surveyor George S. Young, for the last seven years intimately connected with a number of irrigation matters in this section of the state. Word of the passage of the code was received from Salem today by wire.

The code provides for the certification of bonds, definitely establishing paper issued by the districts as a marketable form of security, permits the issuing of bonds for construction purposes, to pay interest, and to retire previous issues, outlines the duties and privileges of a district more clearly than has ever before been done, provides that assessments and bond interest shall be collected direct by the county tax collector, cuts the board of directors from five to three, and makes the county treasurer ex-officio treasurer for the district.

**Bond Clauses Vital.**

The clauses relating to certification and bond issues, are in Mr. Young's opinion, of the most vital significance to Central Oregon projects at the present time. "Bond issues of recognized value are being eagerly sought because of war conditions," he stated today. "The certification clause should remove the stigma which has rested on enterprises of the kind in this state, and should place us on the same footing with California, where district bonds have all been sold. A rapid development of the entire country should follow the legislature's action."

**Applications Filed.**

A number of irrigation interests, it is understood, acting in advance of the passage of the code, have been preparing to place applications for certification of bond issues, and the applications from two projects in the state are already in, it is known.

**BEND FAVORED BY HIGHWAY ACT**

**FIVE ROADS ARE TO CENTER HERE.**

**Six Million Dollar Bond Issue is Proposed to Be Paid Off by Increased Automobile Licenses—Referendum May Be Invoked.**

(From Saturday's Daily.)

SALEM, Or., February 17.—(Special.)—By the removal today of the emergency clause from the bill providing for a \$6,000,000 bond issue for the construction of a definite system of state highways, introduced in the House on Thursday, doubt as to its signature by the governor, when it comes before him, was removed. With the emergency clause in, making impossible a referendum to obtain the sentiments of the people of the state on the bond issue, Governor Withycombe was unwilling to sign the measure.

Under the provisions of the bill, five roads will center at Bend, indicating its central location, and at the same time giving evidence of the influence exerted by Representative Forbes in obtaining recognition for his home town.

**Road Improvements Large.**

As introduced, the measure has Mr. Forbes' support, although he is not deeply committed to the big bond issue. The representatives who were strongly in favor of the large issue of bonds insisted on trying out the bill, and Mr. Forbes was able to have the measure so framed as to help out the Central Oregon routes.

Under the provisions of the bill and other state and federal laws it is expected that in the next five years Oregon will have more than \$10,000,000 to be spent for permanent road improvements in addition to the amounts spent by the individual counties within their borders. Of the \$6,000,000 bond issue, the interest and principal are to be paid by increased automobile licenses.

**One County Omitted.**

The system of roads that are to be built under this plan is set forth in the bill, every county in the state except Coos being served. Three classes of roads are designated, those to be hard surfaced, those known as post roads and those to be built as forest roads in co-operation with the federal government.

The Bend highways are included in the last two classes and are (post roads) from The Dalles to Redmond, Bend and Klamath Falls, and from Bend to Lakeview, and (forest roads) from Eugene, connecting the Willamette Valley, via the Mackenzie river, with Bend, and a road connecting the John Day Valley road with The Dalles-Bend post road.

It is expected here that the bond issue will be put to the test of a special referendum election to be held some time in June.

**House Endorses.**

The House today passed the bill by a vote of 31 to 26. Belland's argument in favor of the measure produced a military atmosphere. He declared that good roads saved Paris and Verdun, and that unless Oregon built boulevards, Japanese flags might wave here.

With four adverse votes the Senate passed a bill submitting to the people the proposition of increasing the state highway millage tax.

**Southern Visitors Need This Kind of Headgear**



FOR SOUTHERN SUNS.

Worn with a silk sweater made on interesting lines, stripes over the shoulders horizontally, is a sport hat made entirely of old rose wide grosgrain ribbon. A narrower size gives the band and flat bow

**HOUSE PASSES DELINQUENT ACT**

**FORBES LEADS FIGHT FOR ADOPTION OF AMENDMENT PROVIDING MAIL AND NEWSPAPER NOTICE—OTHERS PASSED.**

(From Saturday's Daily.)

SALEM, Or., Feb. 17.—(Special.)—Late yesterday afternoon the House of Representatives adopted the amendment to the delinquent tax bill, providing both mail and newspaper notification to delinquents. The fight leading up to this action on the part of the House was headed by Representative Forbes, who has been the subject of bitter attacks by the Oregon Journal, on account of his stand in the matter.

The Irrigation Code, simplifying the irrigation district law and making more workable its present provisions, has also passed. Great

credit for this action on the part of the legislature is due to Jay Upton, of Prineville, who has been here during the whole session working for the enactment of the new law. Mr. Upton was a member of the legislative committee of the Oregon Irrigation congress, appointed to seek the legislation that has now been adopted.

The House cigarette bill, prohibiting the sale of cigarettes to minors and their use by them, has been passed by the Senate.

**M'CANN ON COMMITTEE**

(From Thursday's Daily.)  
T. A. McCann, general manager of The Shevlin-Hixon Company, was appointed to serve on the advertising committee of the Western Pine Manufacturers' association at the annual meeting in Spokane this week.

**A Seventy-Year-Old Couple.**

Mr. and Mrs. T. B. Carpenter, Harrisburg, Pa., suffered from kidney trouble but have been entirely cured by Foley Kidney Pills. He says: "Although we are both in the seventies, we are as vigorous as we were thirty years ago." Foley Kidney Pills stop sleep disturbing bladder weaknesses, backache, rheumatism. Sold everywhere.—Adv.

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