

WHAT LEGISLATURE DID OF MOST LOCAL INTEREST

Every two years the Oregon legislature meets and shakes up the laws of the state. When the smoke clears away, we all wonder just what has been done. Especially, we're interested to know how legislative actions affect us and our community.

Briefly, here is a list of acts which are of direct importance to Central Oregon:

Deschutes County created and legalized beyond question, by the Forbes bill.

Deschutes county salaries fixed, and Crook county salaries revised.

Tumalo project: \$10,000 appropriated for investigating and mending leaks in the reservoir.

Prineville Fair: \$500 appropriated for beef stock premiums.

Irrigation code, especially important as regards irrigation districts. The details of the code already have been presented in The Bulletin.

County records: Enabling Deschutes county to secure records of value to itself alone, without cost of transcribing.

Fish and game: The new code, of interest to local sportsmen, has been described in The Bulletin.

Rural Credits: Of great importance to all land owners. Will be explained at length in special article now being prepared for The Bulletin.

Schools: The right of recall has been extended to include school directors.

Grain inspection: State aid for grading grain, conforming to the standards of neighboring states, established.

Roads: Auto license fees doubled; county road supervisors eliminated; \$6,000,000 bond issue will be voted on June 4.

Tourists: \$45,000 has been appropriated to advertise the tourist attractions of the Northwest during the next two years, co-operating with Washington and British Columbia.

INFORMATION.

If Bulletin readers desire detailed information concerning the above legislative actions, or any other bills passed by the legislature, we shall be glad to receive inquiries and will answer them to the best of our ability. If the information isn't at hand here, we will obtain it from Salem.—Editor.

DEATH OF DR. BURRIS.

(Exchange.)
(From Thursday's Daily.)

Funeral services of Dr. Amos A. Burris, well-known resident of Sellwood, and practitioner of the state, were held Wednesday afternoon from the Sellwood Methodist church, Rev. A. R. Maclean officiating.

Dr. Burris, aged 59 years, 5 months and 7 days, died at his home 439 Spokane avenue, Sunday afternoon, following a paralytic stroke. He had suffered the past four years from Bright's disease.

He was one of the oldest druggists practitioners in point of service in the state, being one of the first graduates of the Weltmer Institute, of Nevada, Mo., about 17 years ago. He was a member of the state and national Association of Naturopaths. He had been a resident of Sellwood for about three years.

He was actively interested in the development of Central Oregon, being one of the earliest settlers of and boosters for the Bend country,

before the railroads were induced to extend their lines into that section.

Dr. Burris was born in Knightstown, Indiana, September 4, 1857, passing his early life in Iowa and Nebraska. His parents were among the earliest pioneers of Iowa. Of a large family he was the last to survive. Surviving members of his own family are his wife, Mrs. Jennie Burris, and children, Rev. C. A. Burris, of Finley, Washington; J. C. Burris, Mrs. W. D. Huntington and V. E. Burris, all of Portland.

Dr. Burris was a quiet unassuming gentleman, and left many friends who sympathize with the bereaved relatives in their great loss.

A Letter That May Interest You.

N. W. McConnell, Riverside, Ga., writes: "Foley Cathartic Tablets absolutely cleanse my system thoroughly, and never a gripe, and no nausea." An ideal physic, invigorating and strengthening the bowel action and having a good effect on the stomach and liver. Give stout persons a light and free feeling. Sold everywhere.—Adv.

BONDING BILL ONE OF MERIT

QUARTER MILL LEVY STILL IN EFFECT.

Selection of New Highway Commission May Be Made in Two Weeks —Lewis Can Not Take Part in Road Affairs.

(From Saturday's Daily Bulletin.)

SALEM, Feb. 24.—(Special.)—Road legislation occupied much time and attention during the legislative session just closed and much that is highly important to all parts of the state was enacted. Under the bonding bill, which goes to the voters for approval or rejection in June at a special election, Central Oregon is especially well cared for, and Bend becomes the hub from which will radiate no less than six important state roads.

The quarter mill levy for road work remains in effect. Automobile licenses are doubled. A bill, which passed with the emergency clause, authorizes issuance of \$1,800,000 in bonds, this amount matching the sum available from the federal treasury, under the Shackleford act.

These three acts are now in effect and provide the wherewithal for state highway work during the next two years, whether or not the big bonding measure comes into effect after June. In addition, the method of road administration has been changed.

Highway Board Changed.

Formerly state road work has been directed by a state highway commission consisting of the governor, the state treasurer and secretary of state. Because of the multitudinous duties of these officials, preventing them from giving adequate attention to the road administration, highway supervision has been transferred to an independent highway commission. It is to be composed of three citizens selected by the governor, one from each congressional district.

The act making this new provision carried an emergency clause and is now in effect. It is expected that Governor Withycombe will select his commission within two weeks, and thereafter the new road administration will get under way.

State Engineer Lewis made strenuous efforts to retain a connection with the highway department. The 1915 legislature tried to place road administration under a separate highway engineer, but through technical imperfections in the law, Lewis was left at the head of the department, under the highway commission, as well as nominally conducting the duties of the state engineer's office. In the legislature Lewis lobbied hard to be made an ex-officio member of the new commission but after a hot fight he was excluded entirely from participation in road administration.

Road Bills Important.

The road programme consisted of six bills of prime importance. There is one known as a procedure code which prescribes methods for the opening, laying out and vacating of highways. Heretofore three different processes have been available and they have promoted more uncertainty and confusion than good highways. The three systems have by the procedure code been revised into one workable system.

has to do with expenditures of county funds and administration of county road work. It does away with the time-honored supervisor system, and provides for appointment of a county road master instead. In other words, it centralizes authority in county road work and eliminates the haphazard and expensive system so long in force in Oregon. It also specifically repeals by section numbers many conflicting road sections in the codes and session laws.

Highway Code Notable.

There is, further, an ambitious measure known as the state highway code. Its object is to provide procedure for construction of hard-surfaced highways and for co-operation of county and state in construction of what is known as state highways. It dispenses with the existing ex-officio state highway commission, composed of elected state officers, and provides for appointment by the governor of a non-salaried commission of three, one member to be from each congressional district. It severs the highway engineering department from the state engineer's of-

fice, and gives appointment of a highway commission. This bill carries an emergency clause.

A measure known as an act to regulate motor vehicles is, in its main effect, a road law. It doubles the present motor vehicle license taxes and devotes the whole proceeds to road work under supervision of the state highway commission. The old law required that motor vehicle licenses be apportioned to the counties in which they were collected after payment of the cost of license tags and other incidentals of state administration. The money was thus scattered and inefficiently expended in many instances. Under the new law the automobiles will pay, on the basis of the existing number of vehicles in Oregon, about \$300,000 a year in the state road fund.

Still another road bill is the Bean-Barrett bonding act. This is a contingent or emergency measure. It authorizes issuance, in event revenues from established sources are not sufficient to meet allotments of government road funds, bonds in an amount equivalent to the deficiency. This bill also carries an emergency clause, and insures expenditure in Oregon of the entire government allotment for post roads and forest roads and an equal sum of state money as is required by the federal act. This assurance prevails regardless of the fate of the \$6,000,000 road bond issue to be submitted at a special election June 4.

Road System Laid Out.

The \$6,000,000 bonding act lays out a definite system of state highways and post roads. State highways are to be paved, hard-surfaced under the provisions of this act. The bond issue proposed is a capitalization of the proceeds for the next 25 years of the quarter-mill road levy that has existed for several years, and the increased motor vehicle tax.

These revenues on the basis of the present tax valuation and the existing number of automobiles in Oregon, will amortize not only the \$6,000,000, but the full limit of bonds authorized under the Bean-Barrett act. In other words, the issuance of the \$6,000,000 in bonds and issuance of the full amount of bonds authorized by the Bean-Barrett act do not mean any increase in taxation. The \$6,000,000 proposal is to be submitted to vote of the people at a special election June 4, at which time several other measures will also go to the people.

Of indirect bearing on the road programme is a reduction of the gravity test for gasoline heretofore established by law. Government investigation has shown the test to be of no value, but it has made gasoline one cent a gallon dearer in Oregon. Elimination of the test will give Oregon consumers gasoline at the same price as consumers in other states pay. On an average the saving will just about offset the increase in automobile license taxes in the course of a year.

MARTIN & CASHMAN AGAIN TAKE MATCH

Win Three Straight Games From Shevlin-Hixon Bowlers, Advancing Championship Claim.

(From Saturday's Daily Bulletin.)

Standing of the Teams.

TEAM	Won	Lost	Pct.
Martin & Cashman	9	3	.750
Brooks-Scanlon	6	6	.500
Bend Bulletin	6	6	.500
Shevlin-Hixon	0	6	.000

The Martin & Cashman bowling team took three straight last night in their match with The Shevlin-Hixon Company ten pin men, in the city league series at the Carmody alleys. The total score for the evening was 2277 to 2058. A number of new bowlers are making their appearance, and interest in the series is increasing. The score:

Martin & Cashman.

Players	1st	2d	3d	Total
Martin	146	146	200	452
Shaw	133	145	145	423
Palmerton	144	188	147	479
Stover, Ditter	131	121	87	298
Springer	188	171	186	545
Totals	742	770	765	2277

Shevlin-Hixon.

Players	1st	2d	3d	Total
Pietch	163	153	144	460
Barnes	106	145	93	344
Heuer	115	145	165	425
Stoehr	140	167	156	463
Stockton, Bett'r.	98	128	135	361
Totals	627	738	693	2058

For farm land loans see J. Ryan & Co.—Adv.

SILVER LAKE CATTLE BRING GOOD PRICE

(From Saturday's Daily Bulletin.)

Coming through the snow blocked roads from Silver Lake E. G. Graves arrived here last night with 30 head of prime beef cattle which he has sold to "Bill" McCormick at \$100 each. Mr. McCormick will take the cattle to Portland and share equally with Mr. Graves all that he receives for them over the purchase price. In spite of the condition of the roads the cattle came through in splendid shape.

ASK SIX MILES OF CITY WALKS

REPORT TO CITY COUNCIL NOW BEING PREPARED, TO FOLLOW CONFERENCE ON MAIL CARRIER SERVICE.

(From Thursday's Daily.)

Following a conference between C. W. Linebaugh, U. S. district postal inspector from Portland, on the one hand, and City Engineer Robert Gould and the streets committee of the City Council, on the other, Mr. Gould is today preparing a report on the property which will require walks, before mail carriers will be started. The report which will be introduced by the streets committee at the next meeting of the council, will recommend that approximately six miles of walk, either wood or cement, at the discretion of the owners, be ordered built in the district

between the river and the railroad track, and between the mill yards and the north line of North addition.

With these improvements in Mr. Linebaugh promised that a carrier service would be established, with probably two carriers, serving approximately 65 per cent of the residents of the city.

According to the regulations of the service, a complete sidewalk system is a pre-requisite in any district where carriers are to work, but Mr. Linebaugh stated that it might be possible for an exception to be made in certain sections of Bend where walks will allow of the mapping out of a route, although the system may not be absolutely complete.

Four chairs at your service at the Metropolitan. No waiting.—Adv.

For sign painting see Edwards.—Adv.

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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