



It is with considerable alarm that local lumber companies view the car situation for the coming few weeks. According to an editorial in a recent issue of the American Lumberman, one of the foremost and most authoritative lumber journals in the United States, the shortage of freight cars for lumber companies is most discouraging, and instead of the conditions becoming better within a short time, they will be worse.

To obtain two or three cars a day, the local companies feel now that they are fortunate. They are scouting everywhere for rail bottoms to meet the most urgent orders. The situation, it is reported here, is becoming really alarming.

Brooks-Scanlon Lumber Co.

Reports come to Bend that Manager J. P. Keyes and Mrs. Keyes, who are now in the east, where Mr. Keyes is enjoying a vacation, were victims of the recent insurrection in Cuba to the extent of being separated for several days on the island and were compelled to take different boats for the American mainland. As the story comes here, Mr. Keyes, in company with one of the members of the Brooks-Scanlon firm, left New Orleans during the middle of February, where they were to look over some timber interests held by the company. Mrs. Keyes accompanied them as far as Havana, where she remained while the others went into the interior of the island. Before Mr. Keyes returned the insurrection broke out, and means of communication between the interior and Havana were broken off. Mr. Keyes was compelled to go to another part of the island to sail for the United States via New York, and Mrs. Keyes it is understood, went to New Orleans. Letters received from them this week say that Mrs. Keyes has joined Mr. Keyes in Chicago and will be in Bend next Thursday.

An inter-communicating telephone system has been put in the office of the Brooks-Scanlon Lumber Company during the last week, for the convenience of the employees of the company in their business. This week the Pacific Telephone & Telegraph Company will rearrange the system of exchange at the camps of the company so that they will have a direct city line connection with the local offices and the city.

The new squeezer for the box factory arrived this week and was installed and is now in operation. As soon as the matcher arrives, all of the equipment for the box factory will be complete.

The Shevlin-Hixon Company.

Friend of Henry H. Ketchum, who until recently was with the Shevlin-Hixon Company, have received word from him in New York, where he is identified with the office of The Commission for the Relief of Belgium, that he is expecting to sail any day

for Europe and that he has been detained owing to the unsettled conditions attendant upon America's break with Germany. In part, Mr. Ketchum's letter reads:

New York, Feb. 23. As you will see, I am still on this side of the Atlantic, as to date it has been impossible to get to Belgium, though I am expecting to sail daily. The Ryndam, of the Holland-American line, is the one on which I have passage, and she is all ready to sail, but is awaiting orders from the other side. Everything is so problematical here that one is never sure of just what is going to happen. There is a spirit of very restless uncertainty. Everybody has been expecting war for so long.

As for myself, I have been working here, expecting to leave for quite a while, but without immediate knowledge. The steamship people give you only 24 hours' notice of departure, but they are all loaded and prepared to go. Should war be declared, or should nothing definite happen within the next week, I may retrace my steps westward, though I am not sure. Something must happen, and I myself feel that war with this country is the last thing Germany wants. If war is declared, the relief work for Belgium will automatically stop, as far as the Americans in Belgium are concerned, though America's task over here will really be just beginning again, for those 10,000,000 in all will die from starvation, if the commission's help is taken away. In case of war, the active work in the field will be taken up by either Spain or Holland, both of whom are seeking the privilege through their diplomats.

New York is ablaze with flags from one end to the other. Most of the people are wearing their colors in buttonholes.

J. A. McDonald, of Minneapolis, general manager of the Shevlin Retail Lumber Companies, and J. Eaton, superintendent of the St. Hilaire plant at Warren, Minn., arrived in Bend yesterday and spent the day at the plant of The Shevlin-Hixon Company.

A. W. Lammers, of the S-H Lumber Company, of Spokane, arrived in Bend this morning and visited the plants of The Shevlin-Hixon Company and the Brooks-Scanlon Lumber Co.

G. W. Cheney, of Knapp-Cheney, left Friday morning for Seattle on business and expects to be away about a week.

E. F. Nichols, logging superintendent for The Shevlin-Hixon Company, left this morning for Seattle, where he was called on account of the serious illness of a brother.

Frank R. Prince is daily expecting the arrival of a new Buick six automobile, which he purchased on his recent trip to Minneapolis.

Wool Grading Value Shown In Madras to Many Farmers

(From Thursday's Daily.)
(Staff Correspondence.)

MADRAS, Or., March 1.—To teach the wool growers of Central Oregon the value of a working knowledge of the market grades and classes of wool, and to demonstrate the benefits to be obtained through better methods of preparing wool for the market, was the mission of J. P. Wilson, assistant in wool investigation in the U. S. Department of Animal Husbandry, and Oran M. Nelson, assistant professor in the Department of Animal Husbandry of the Oregon Agricultural College, in charge of the government and college wool demonstration car, which was sidetracked here yesterday. D. E. Clark, of Portland, livestock agent for the O-W-R. & N., was in charge of traffic details.

That the object of the demonstration was fulfilled was evidenced by the keen interest displayed by the ranchers who thronged the car during the entire morning, and again in the afternoon after a series of movie films had been shown in the Madras hall, depicting the various stages in the grazing and finishing of mutton sheep, and the evolution of worsted fabrics from grease wool. Both of the lecturers declared that they felt well repaid for their efforts, while Mr. Clark stated that, although in one of two instances larger crowds had gathered, at no time since the car had been on the O-W-R. tracks had a larger number of people who were vitally interested in the subject of wool handling, been present.

Grading Important.
The importance of grading fleeces before marketing, in order that the grower may know just what he has to offer, and that he may be in a position to demand top prices, was the text of Mr. Wilson's demonstra-

tion lecture. Six range Rambouillet sheep were among the exhibits in the car, and he showed that one animal might have from two to four different grades of wool on various parts of the body. The differing degrees of fineness of these, he said, made them adapted for different kinds of fabrics, at varying prices. Half, three-eighths, and quarter blood grades, were the three chief divisions of wool, according to the thickness of the fiber, which he used in his discussion.

"Poor fleeces are attributable to one of two causes," he said, "either poor breeding, or poor management. Overfeeding on grain, or underfeeding, will weaken the strength of the fiber. These are factors in determination of price, shrinkage is another, and grading is the third."

Textile Work Outlined.

In outlining the progress of the wool from the sheep's back, Mr. Wilson sketched the shearing, sacking, grading at the warehouse, sorting at the mill, scouring, carding, spinning, and weaving. He showed how the presence of very short fibers, running from 15 to 20 per cent in the better grades of wool, to 20 to 25 per cent in the inferior grades, lowered the salable quality of a fleece, as the material could not be advantageously used in weaving. "Woolens" were defined as fabrics woven with yarn spun from short fibers, while the longer staple was mentioned as the distinguishing mark for "worsted." The greater elasticity of the latter makes suits of this material hold their shape much better than if of the other class of fabric, it was explained. The blending of white with colored fibers to make shades, was demonstrated in detail.

"Ninety-five per cent of American

raised wool is baled ungraded," declared Mr. Wilson. "Unless you are running pure breed coarse wool sheep you are baling mixed lots, and neither you nor the buyer knows what they are worth. He has to play safe, and in consequence, you get less money."

Explains Shed Grading.

"According to the new system, the fleece is graded as it comes off the sheep's back. This plan was introduced in the United States three years ago, and 8,000,000 pounds were put up in this country last year, following this idea. It has long been in use in Australia and New Zealand, and that is one of the chief reasons why the wool imported for use in America always brings a higher quotation than the domestic product."

A model of the Australian type of shearing shed, accommodating 10 shearers, was explained. Mr. Wilson pointed out how the sheep were first sweated, softening the grease, and making shearing much easier, next going into pens, each of which communicated with a shearer, eliminating the usual scrambling for the animals, the clipping of which would be most easy. Each shearer's pen, in the model, was provided with a chute, down which the shorn sheep would be slid into an individual tally pen, making possible a checking up on the work of each clipper. Raised from the ground, the building would permit of enough animals being sheltered underneath to provide work for an entire day, in case of a storm. A grader's room was provided in the model, and quarters for a mechanic, to keep all the machines in first class cutting condition. Under this system, black fleeces would be carefully segregated from the white, in order that the clip might be unimpaired for the manufacture of pure white textiles. Immediately after grading, the wool could be baled, and the bales stenciled with the name of the grower, the weight of the wool, and its quality.

Farmers May Adopt Plan.

The model described would cost approximately \$10,000, Mr. Wilson said, and an expenditure of this size, he advised, should not be made where less than 10,000 sheep would be sheared in a season. The size and cost of the shed could be reduced, but no less than a six-pen building should be erected, if a grader, receiving ordinarily \$10 a day, were to be economically employed, he pointed out. He favored a suggestion made by one of his hearers, that in case a smaller shed than this were put up, the individual fleeces be tied up until enough had accumulated to keep a grader busy, as an expert would be able to handle at least 6000 fleeces a day. He warned especially against using sisal twine to tie up fleeces, declaring that fibers from the cord frequently break off in the wool, cannot be separated, and will not take the same dye as the fabric, because of its vegetable origin. Paper twine, he advised as the safest material for this purpose.

The advantage of machine over hand clippers, he pointed out, lies in the fact that they can be operated 25 per cent faster, and that their use eliminates "second cuts."

That the prices of wool are based on the scoured product, and hence shrinkage must be carefully calculated by the buyer, was a statement which brought up the question of home scouring. Experience, he said, has proved that this is impractical, unless the grower knows exactly for what purpose his fleeces will be purchased, as under ordinary conditions, the mill sort must precede the scouring.

During the discussions which followed, it developed that ranchers of the Powell Butte section are considering the erection of a co-operative shearing shed, and of gradually increasing the number of their pasture sheep. Mr. Wilson advised that an association be formed to handle the matter, to take care of such details as the sequence of bands of sheep during shearing season.

"Above all things," he said, "change from warehouse to ranch grading. But although you are formed in an association, don't pool your wool, but sell each clip separately, on a commission basis. If you pool it, the man with the poor clip will receive more than his wool is worth, and the man with the high grade wool will get a lower figure than he is entitled to."

Every point in the lecture was graphically illustrated, for the car was filled with samples of wool, both domestic and imported, in the grease, and scoured, in fleeces, in bales according to the new system, and in loose bags, according to the old. Numerous charts epitomized the main points of the lecture, and pictures showing all phases of the sheep and wool industry claimed much attention.

POTATOES DROP.

(From Thursday's Daily.)
As a result of a sudden drop in the eastern price of potatoes, orders for shipments from this section have been cancelled, according to J. T. Hardy, travelling freight and passenger agent for the S. P. & S. The price has fallen off at least 50 cents per hundred, Mr. Hardy says, and three cars which were to have been shipped from Redmond and one from Bend, have been cancelled. The reason for the sudden change is not known.

STOCK BUSINESS IS ON INCREASE

ADDED APPLICATIONS CREATE
DEMAND FOR THOUSANDS
MORE CATTLE AND SHEEP
THAN RANGE CAN HANDLE.

(From Friday's Daily Bulletin)

The steady growth of the livestock industry in Central Oregon is shown in a report issued from the office of Supervisor W. G. Hastings today, following the closing of the time limit last night, set for the filing of applications for grazing permits. Unless most excellent reasons are given by stockmen, explaining their delay in applying, no more requests for permits will be granted this season.

During the grazing season of 1916, 4667 head of cattle and horses, the property of 72 permittees, grazed on the national forest. This year, 62 of the former range users have applied for permission to graze 4961 head. Only two of the former permittees have gone out of business, three have consolidated their interest with other stockmen, and are still represented in co-partnerships, and four have not yet reapplied, for unknown reasons. In addition to former users, 27 new applications have come in asking range for 1530 head of stock. As the carrying capacity of the Deschutes forest is 5500 head, applications for 991 head will have to be denied.

Country to popular belief, the sheep business in the Central Oregon section is also showing signs of much greater activity. During the season of 1916, a total of 19 permittees used range wholly within the Deschutes forest, or under inter-forest permits. The records for this year show that 27 applicants are listed for range privileges, and that they represent a total of 51,800 head of sheep. With the carrying capacity of the sheep range estimated at 40,200, a little more than one-fifth of the animals applied for will be denied admission into the forest.

CROOK COUNTY HIGH AFFECTED

DIVISION OF COUNTY MAKES
ECONOMIES NECESSARY—TAX
MAY BE HIGHER, OR TEACH-
ING FORCE REDUCED.

(From Friday's Daily Bulletin)

That the Crook County High School will be seriously crippled as a result of the division of the county whereby Deschutes was formed, is reported from Prineville. Already plans are being considered, according to reports from the old county seat, to dismiss some of the teachers at the end of the present term, and to put other economies into effect.

The Crook County High School has been supported by the proceeds of a tax levied in the greater part of Crook county, as it existed before it began to be cut up by division movements two years ago. When Jefferson was cut off, the revenue was reduced, but it was still possible to make ends meet during the following two years. Now Deschutes is formed and the taxable value of Crook county reduced to little over a third of what it was three years ago.

In view of this situation, one of two things has been decided to be necessary. Either the teaching force must be reduced, or a higher tax paid for the support of the school by Crook county, as it exists today.

At no time in the past has the number of students from the sections outside the present Crook county been more than 10 or a dozen, although practically all have been paying the tax. Now the territory from which the students come must pay for their schooling or allow a reduction in the number of subjects taught.

REALTY OFFICES TO TRAVEL ON ROLLERS

Work Will Continue Without Interruption as Location of Frame Building is Moved.

(From Friday's Daily.)

Transacting real estate business in a travelling office will be the novel experience of J. A. Eastes, and of the Bend Park Co. on Monday, for on that date, rollers will be placed under the frame building in which they are located on Oregon street, and the structure moved to the corner of Greenwood and Bond. No work in either office will be interrupted.

The move is being made for the purpose of making room for the new two-story office building to be erected by the Deschutes Investment Co., in the rear of the First National

BEND DISTRICT TO BE CHANGED

ANNUAL ELECTION JUNE 15 WILL
BE FINAL STEP IN ADVANCING
STATUS OF SCHOOL DIVIS-
ION HERE.

(From Thursday's Daily.)

Although the number of children of school age necessary for the formation of a first class district, was passed in Bend on the first of the year, the city will have to wait until June 15 before being graduated from the second district class. At that time will come the annual district meeting, when the formality of a vote must be taken to sanction the change to the higher classification, according to the school law.

At the same time will be held the election of a new member of the school board to take the place of R. M. Smith, whose term is expiring, and two more directors will be named as prescribed by the law as one of the differential points between a first and second class district.

Among the innovations which the change will entail, will be the direct reporting of the city teachers to the city superintendent, and the permission to teach a foreign language in the grades. At present this is limited to high school work.

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

For sign painting see Edwards.—Adv.

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