

## NEED OF GOOD ROADS VOICED BY DELEGATES

PEOPLE OF COUNTY READY TO PAY

### CO-OPERATION ASKED

Highway Commissioner Kiddle Promises Road Program Will Be Carried Out When Funds Are Available.

The people of Deschutes county want good roads, they are willing to pay for them, and after the passing of a year they continue to endorse the program of road building and improvement mapped out at that time. Above all, they desire action, and are anxious that the funds secured by the sale of the county's \$125,000 bond issue, be expended, according to the sentiments expressed by representatives from Lower Bridge, Terrebonne, Redmond, Sisters, Gist, Tumalo, and La Pine, who met last night at the Pilot Butte Inn with the Bend Commercial club. D. G. McPherson, president of the club, acted as chairman of the meeting, at which 60 were in attendance.

E. E. Kiddle, member of the state highway commission, one of the chief speakers of the evening, called the attention of his hearers to the fact that the commission at present has no funds with which to finance new contracts. Contracts already let number approximately 200, and range from \$2,000 to \$250,000, he said. In due time, if the state debt limit is raised in May, the commission will be able to complete its program. He stated that \$750,000 is now being spent on the Dalles-California highway, and urged the cooperation of the counties in providing funds for road construction.

Herbert Nunn, State Highway engineer, spoke briefly, mentioning that 1600 miles of roads have already been built in the state, but that this means only an average of 50 miles per county.

In discussing the situation in regard to the county, the theory of the road program was outlined by County Judge Sawyer as based on the sources of funds available. These, he pointed out, consist chiefly of the last year's bond issue, the market roads millage, the one mill tax 70 per cent of which must be spent in the road district where raised, and the general fund, including the 30 per cent balance, the county's share of auto license money and forest funds.

In regard to actual road work, he pointed out that efficient expenditure is not possible until surveys are made in accordance with state specifications, as otherwise expensive work might be done, as on the Tumalo grade, which would have to be abandoned when the final state standards are compiled with. He suggested that if it is thought advisable by Representative Sinnott, that a committee, preferably headed by N. G. Jacobson, be sent to Washington to aid in the passage of the bill providing for timber exchange. He declared that as far as the main highways are concerned, future cooperation from the state will depend on another county bond issue. This would be up to the people, and not to the county court, he pointed out. The present amount to which county bonds may be issued under the law, he gave as \$408,000.

The meeting was thrown open for discussion, and speakers with few exceptions, laid stress on the fact that funds raised by the last bond issue remain unexpended. R. R. Butler, rancher near Bend, stated that a Grange convention, with some 1000 in attendance, will be held here this summer, and urged special improvements between Bend and the Grange hall district.

The motion of Guy Dobson for the appointment of a general roads committee representative of the various sections of the county, was carried.

Highway Commissioner Kiddle spent this morning on the south highway, driving beyond Lava Butte, and this afternoon went over the roads to Sisters and Redmond, leaving from there for Madras.

## WOULD DIVERT SURPLUS FLOW OF DESCHUTES

SURVEY STARTED TO THE TUMALO

### NEED 200 SECOND FEET

Storage at Crane Prairie Would Provide Sufficient Water to Irrigate Remainder of Tumalo Project.

To determine the possibility of diverting surplus water from the Deschutes to Tumalo Creek, work was started on Monday by J. M. Griffin, of Tumalo, and a party of surveyors running levels from a point just below the B. W. L. & P. Co. dam, around Awbray Butte, and connecting with the Tumalo.

If this line of communication between the two streams is found feasible, it will be the object of the Tumalo Irrigation district to take 200 second feet from the Deschutes, this amount of water being estimated as sufficient to irrigate all that part of the district for which no water is at present available.

No water, however, would be taken except the surplus flow which is now going to waste, and which according to tentative plans would be stored at Crane Prairie.

## LANDING FIELD YET IN DOUBT

Whether or not Bend is to have an airplane landing field is still in doubt, for after the report given Wednesday by N. G. Jacobson, at the Commercial club luncheon, regarding the recommendations made by N. B. Evans, aviation expert who visited here Saturday, the club was manifestly not ready to take any definite action. The matter was referred back to the landing field committee with instructions to endeavor to devise some means of financing the purchase of the property.

That a new source of lumber to augment the city's chief industry may be available soon was indicated in a statement presented by R. A. Ward, A. Whisnant, and C. S. Hudson. Mr. Ward told that the product of the Tum-A-Lum mills which will be started soon in the Tumalo country can be handled through Bend if the hatchery road is put in good shape and prolonged for a distance of four miles. Mr. Whisnant declared that Mr. Ward was talking about a dead issue, informing the club that construction of a re-manufacturing plant to handle the lumber—about 50,000 feet a day—has been authorized, and that the handling of the lumber through Redmond is definitely assured. Mr. Hudson contradicted the last speaker, stating that he expected to get a contract which would bring the lumber through Bend, where it would be loaded at the old Pine Tree shipping platform.

A report by J. A. Eastes on the meeting of the Bend and Redmond cancellation committee, with pleas by D. G. McPherson, T. H. Foley, R. A. Ward, A. Whisnant, and J. B. Miner for greater interest in the affairs of the farmers, was followed by a club vote in which the chair was authorized to appoint a committee to attend all of the community meetings which are being called for the consideration of road matters and the county fair question.

### U. OF O. PROFESSOR TO ADDRESS CLASS

Dr. James H. Gilbert, of the University of Oregon, will deliver the commencement day address to the graduating class of the high school according to an announcement made on Monday. Dr. Gilbert is professor of economics and political science at the university. The exercises will be held on May 28.

## BEND, CITY OF ENTERPRISE, SHOULD BE FAIR HOME

Future Should Determine What City Best Able to Finance and Promote County Exposition. Bend Presents Best Possibilities.

Enterprise counts these days whether it be in industry, business or agriculture. Confidence is reposed in an industry, in a man or a city that displays the most enterprise. Through enterprise comes results—results on a big scale. Were it not for enterprise and resource Bend today would be a small village.

The enterprise of its industries businessmen, professional men, its banks its newspapers has made Bend one of the most talked about cities in the Northwest. Bend has fairly gotten its stride.

Bend is the center of industry in Central Oregon. Its population is growing rapidly. The population tributary to it is growing rapidly. Around its limits are springing homes—homes inhabited by farmers and their families who find Bend their natural trading center. Bend's industry supports this land class. It is to Bend the farmers lack largely for their own future. They too, will help to make Bend the largest city in Oregon's Inland Empire. Farmers for miles around look to Bend as the natural outlet for their products. Today Bend can accommodate in the way of trading facilities, practically every product grown on Central Oregon farms. As Bend grows the outlet for home grown products increases.

Why does Bend believe it is the logical home for the proposed Deschutes county fair? It's not greed. It's not selfishness. It's because Bend believes that she can give the people of Central Oregon a bigger and better fair than any other city in Central Oregon. It's the same enterprise that has made Bend the largest city in Central Oregon that will give Central Oregon the largest and best fair in Central Oregon. It's the same enterprise that has made Bend what it is that will do more for the upbuilding of agriculture and livestock raising in Central Oregon than any other city in Central Oregon. This enterprise has raised the money for the fair, will purchase the grounds, will raise the buildings and

equip them, will conduct a campaign of publicity, will attract thousands to it; will promote the interests that mean most to Central Oregon; will paralyze such an attraction to the extent that it will be a success; will be able to take care of the natural growth of such an undertaking; will have the facilities with which to accommodate the visitors; will have the attractions that will appeal to the visitors. For these reasons and these alone—Bend believes that she should be the home of the Deschutes county fair.

If the farmers of the county believe that Bend can supply this need to a better advantage than Bend can supply this need to a better advantage than any other city, then Bend should be the home of this fair, disregarding any other sentimental reasons. Bend believes she can provide a fair of greater credit to Central Oregon's industries and agriculture than any other city.

Every farmer knows it takes money, and lots of it, to promote an enterprise like a county fair. Every farmer knows that it will take attendance to make a fair a success. Every farmer knows from what locality more than 50 percent of the attendance will come. Every farmer knows that a Deschutes county fair will have to grow. Every farmer knows what town can best accommodate this growth. Every farmer knows that when he goes to a fair he wants to be sure that he will be accommodated. Every farmer knows what city is best in a position to make him most comfortable.

A fair in a large measure is a business proposition. It must be a business proposition if it is to be successful. Without a firm foundation upon which to start a fair will have a hard struggle, but when helped along with more than \$20,000 on the start a county fair in Bend will be well along the road to success, financially. Every farmer wants the fair to be a financial success. The fair, to be a financial success desired by everybody should be located in Bend.

## FARMERS PLAN WOULD CHANGE SILO MEETING TO COMMISSION

Preparations are being made for a farmers' and stockmen's meeting at Silver Lake on April 6, at which problems of the northern Lake county section will be discussed. Among the speakers on the program announced are E. L. Westover, silo expert from O. A. C. who will lecture on the value of the silo for range livestock, F. L. Ballard, assistant county agent leader from O. A. C., who will discuss the activities of the farm bureau in the state of Oregon, D. E. Richards, new agricultural agent for Lake county, Stanley G. Jewett, predatory animal inspector of the U. S. Biological survey, and R. A. Ward, of Bend.

The meeting will be held at the Odd Fellows Hall and will take up at 10:00 o'clock in the morning and continue until evening. The ladies of the community have promised a big basket chicken dinner during the noon hour. Everybody interested in the development of the latent resources of Northern Lake County and the Silver Lake Valley is urged to be present.

### SENIORS TO GIVE A COLLEGE FARCE

The senior class of the Bend high school will present for their class play a college farce entitled, "A Strenuous Life," by Richard Walton Tully. The play will be presented May 7, at the Bend Amateur Athletic club. The play is under the supervision of Miss Harriett Umbaugh, head of the English department, who is busy at this time selecting the cast. Regular rehearsals will be held beginning next week.

## NEW RAISE IS REQUESTED BY C. O. I. COMPANY

AMENDED PETITION IS FILED

### \$2.80 FEE IS WANTED

Advance From \$2 Asked a Year Ago for Maintenance Included in Case to Be Heard by Commission.

In an amended application filed today, but prepared before the starting of the settlers' suit against the C. O. I. company which has as its aim the discontinuing of C. O. I. control, the company petitions the state public service commission for permission to charge \$2.80 cents per acre for maintenance fees. The petition is in effect a reply to the answer filed by the settlers to the original application filed a year ago asking for \$2 per acre, and will come up for hearing before the commission on April 1, in Deschutes, the time and place set for the hearing on the original request.

In addition to asking an 80 cent advance from the rate first suggested, the company, in its amended application desires a sufficient increase to pay interest on the original investment represented in its irrigation plant. What this should amount to is not specified.

**Company Loser, Declared.**  
In practically all essentials, the amendment follows the lines of the first petition, setting forth that neither principal nor interest has been paid on the \$850,000 bond issue of 1910, declaring that present maintenance fees are insufficient, that money has been lost on the old schedule of maintenance fees, and that large replacement expenditures are now faced with no funds with which to finance them.

The amended application gives no specific reason as to why the 80 cents in addition to the \$2 at first asked, should be collected, and in fact, makes no mention of this previous request. Present charges are at the rate of 80 cents and \$1 per acre.

## LOWER BRIDGE ROAD PROBLEM IS UNDERSTOOD

In charge of a crew of engineers, County Surveyor Robert B. Gould left by auto on Tuesday for Terrebonne to start the survey of the Terrebonne-Lower Bridge road, for which \$5,000 worth of bonds was issued last year, and for which \$2,500 is available from the general fund of the present year. Residents of the section and the Western Diatomite Co. will cooperate with the county in pushing construction work which will be started as soon as the survey is completed, and the necessary computations made.

The county is planning to rent the caterpillar tractor now being used on state highway work, to hasten operations on the Terrebonne-Lower Bridge road. While this particular line of communication is not designated as a market road, state specifications will be used in the survey and in the construction, so that it will be of the same permanent type as the market road.

As soon as the necessary men can be secured, Highway Engineer Stebbins, in charge of state locations in this county, will run lines west for the road connecting Bend and the Tumalo hatchery. Construction will begin as soon as the survey is finished.

### FUNERAL HELD FOR 16-MONTHS-OLD BOY

Funeral services were held Tuesday from the home on Delaware, for 16 months old Orin Andrews, son of Mr. and Mrs. O. O. Andrews, who died Monday. Rev. H. C. Hartranft, of the Presbyterian church, officiated, and interment was made at Pilot Butte cemetery.

## MILL TO USE THREE SHIFT SYSTEM SOON

BROOKS-SCANLON C.O. TO ADD 150 MEN.

### NEW CAMP PLANNED

Production Will Be Increased Nearly 50% — Twenty-Minute Lunch Period Each Shift on Company's Time.

Early next month, either on April 1 or 5, a change in operation at the Brooks-Scanlon Lumber Co. plant will be made involving increased production of nearly 50 per cent, and adding 150 men to the payroll. That the company will on one of the two dates specified, add a third shift at the sawmill, is the announcement made last Thursday.

This will mean the addition of an entire new crew at the mill, on the sorting chains, and in the force of teamsters hauling from the chains. Other departments in the Bend plant will be increased to take care of the larger production, while to provide logs in proportion to the increased production, a new camp will be started in the woods, at which 50 men will be employed. The remainder of the 150 who will go on the payroll will have their work at the local plant.

Because of the fact that the three shifts will take up the entire working day and night, the mill men will be given a 20 minute lunch period on company time, instead of an hour on their own time, thus reducing the actual working day to seven hours and 40 minutes. The shifts will be from 8 o'clock in the morning to 4 o'clock in the afternoon, from 4 o'clock in the afternoon, to midnight, and from midnight to 8 o'clock in the morning.

## ROAD PROBLEM IS UNDERSTOOD

Completing a trip of inspection through Deschutes, Crook and Harney counties, State Highway Engineer Herbert Nunn and C. C. Kelley, district engineer, arrived here Tuesday from Burns. Following a short conference this morning with local highway officials they left for Madras.

As a result of this trip, which was participated in by Commissioner E. E. Kiddle up to last Saturday when the party covered Deschutes county, Mr. Nunn stated that the local highway problem was much better understood. He has promised to make several recommendations to the commission for work on state highways here when funds are available that will mean a great improvement on them this summer.

For use on roads to be built this spring and summer arrangements were made with Mr. Nunn this morning to rent a caterpillar tractor. This will be shipped in at once.

### OREGON TRUNK WILL MAKE IMPROVEMENTS

Within the next week, improvements will be started to increase the quality of service offered in the local Oregon Trunk yards which will cost in the neighborhood of \$3,000, according to J. T. Hardy, travelling freight and passenger agent on the S. P. & S. A general overhauling and remodeling of the stockyards will be made, a spur will be run into the pencil factory, and a 10 by 20 foot platform for use in unloading autos will be built north of the United Warehouse.

**WHY THE COUNTY FAIR IN BEND? REASON NO. 2**  
*Every County in Oregon with exception of Multnomah has the fair located at the county seat.*