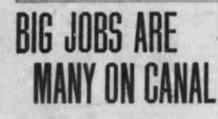
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you will regret you did not select your home site while you could have your choice at present prices and terms. Bend Park will always be the best residence portion of the city, because within its boundaries is the prettiest property in the city, it is admirably platted with wide streets and large lots. Beautiful view of the perpetually snow covered mountains, and restricted to HOMES ONLY

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however, was abandoned.



LOCKS, DAM AND CUT feet. The fact that they are "double" DESCRIBED

through the hills of the Isthmus was 85 feet above each ocean There is nothing striking about the enormously expensive and practically dam but its great size. It has no Impossible When the United States took hold peculiar engineering features, but is in 1904, there was some talk of mak- simply a huge hill into which some

ing our enterprise sea level. This, 20,000,000 cubic yards of material will have been damped by the time it is completed, next year. Six Double Locks.

The way they build the dam is There will be six double locks in the Canal, three lifts and three to simple. At its base it is about balf lower vessels passing through, the a mile wide. On each edge "toes" maximum lift and lower being \$5 of rock were dumped, making heavy sustaining walls, so to speak, which means that each "step" is in dupli. gradually slope inward toward the cate, so to speak, so that vessels may center as they were built upward.

to the desired position. This, of course, is chiefly on big fills, where the dirt is being constantly worked dence leading to the conviction of to one aide. any person or persons placing rocks

In connection with the excavation or other obstructions in the main in the Cut it is characteristic of the general efficiency to note that every canal or any of the laterals of the loaded car runs down hill; all cars Deschutes Reclamation and Irrigaon the Pacific side of the grade tion Company, generally known as divide go toward the Pacific, and all on the Atlantic side toward the the Swalley Ditch. Atlantic.

Canal Army Next Week. But the most interesting feature of the Canal is not the construction work, but the workers. In next week's Bulletin the life of the "men on the job" will be deacribed.

## High Quality Tea. A verdict in favor of high quality tea

Davidson's harber shop the most pop-ular one in Bend. \*\* **Plans** Furnished on Short Notice. C. P. NISWONGER Licensed Undertaker and Embalmer BEND, OREGON. "and as a harmless drink is given by the Telephone Fir Avenue andon Lancet. It is poluted out that BEND, OREGON. when caffeine and tannin are in a state of combination the harmful astrin-gent qualities of the taunin disappear and the bitter taste of free caffeins is **Under New Management** not perceptible. Teas of high quality yield, as a rule, a simple infusion of ffeine tannate, not of caffeine or of tannin, and such teas must be regard-THE PILOT BUTTE INN ed as the most desirable from a physfological point of view. Excessive in-fusion, it is stated, will spoil a good BEND'S LEADING HOTEL ies, but even a short infusion of a bad ten may be as objectionable as an azcessive infusion of good ten. On physiological grounds, therefore, the consumer of high quality tens runs Is now in charge of E. D. Butler, as manager. First Class Service and the Comfort of Guests, is Our Motto. FREE AUTO Between Hotel and Depot. as risk of digestive disturbances pro-vided the tea is made properly. Ancient Guidebooks. Guidebooks for the use of pligrims to Rome, known to exist in a rudimentary Leave Your Next Order form since the time of Charlemagne, took a definite and characteristic shape in the tweifth century with the "De-scriptio Plenaria Totius Urbis" and With Us. with the "Graphia Auros" of the thir-teenth. The institution of the Jubi-lees in the year 1800, calling to Rome hundreds of thousands of wayfarers. We are now in position to deliver to any part of the city. OUR STOCK IS NEW opened a new market for descriptive OUR GOODS ARE FRESH iterature on the Holy City, and new OUR PRICES ARE RIGHT editions "De Mirabilibus" were produced at least four times each cen-L. B. MISENER A Comparison. "That was a tempestuous outburst Cash Grocery. of oratory our friend indulged in," Everson Building, Greenwood Ave., Bend, Oregon. " "Tempestuous' is the word," replied the other. "Whenever he makes a speech it makes me think of a cyclone that has somehow learned to articu-lite."-Washington Stur. We Deliver the Goods His Engaging Remark. Mr. Dumhead-Nelson was coming e call, but I told him you would be sngaged this evenlog-Miss Olemade (rapturonsly) - Oh, William!--Princeton Tiger. **BUS AND DRAY LINE** LIGHT AND HEAVY LIVERY. A CHOICE Hay, Barley, Oats. Wheat and Bran at lowest prices. The Largest Barn in Central Oregon. **OF STYLES** WENANDY LIVERY CO. Bend, Oregon.

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Fifty dollars will be paid for evi

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The best of service makes Innes &

IRRIGATION COMPANY. By J. R. Benham, President. 1p \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

N. W. Schiebd-

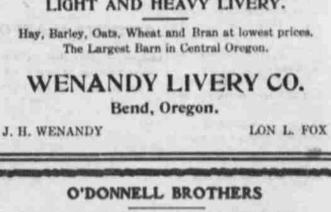
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nor



Paying Panama Bills Also Importaut-Sea Level Plan Tried and abandoned-Methods of Construction Marvels of Ingenuity

By GEORGE PALMER PUTNAM.

The "big jobs" on the Panama Canal, concerning which this letter is scheduled to deal, are many. The civil administration itself is a colossal and unique task, for the Canal raise or lower ships in them. Commission has an army of some great saving in water is effected by 30,000 workers and their families transferring it from one lock in a and dependents to govern, as well as its 448 square miles, makes a very fair sized state for any body to look after.

The chiof engineering jobs that the empty chamber, thus using the stand out as bigger and more fundamentally important, and are most picturesque, are the locks, the Gatun Dam and Culebra Cut. In addition thick and of steel and are 65 feet there are lesser cuts, smaller dams, breakwaters, harbors, and a multitude of big jobs worthy of interest. and admiration.

Of course the really biggest job from the waters of Gatun Lake. of all, the planning and working out of the intricate details, was done approaches it will no longer use its the Cut at each end. years ago; at least, the greatest part own engines but will be taken charge of all that is an accomplishment of of by four electric locomotives, which the past. Another all-important operate on tracks beside the lock task is paying for the ditch; the walls. These tow it into position American tax payers have done that, and into and from the chambers, two distant. to the tune of about \$370,000,000. Still another "big job" is the sani- hold back as occasion demands. tation of the Isthmus; that will be! A hint of the enormity of the three treated in the sixth Bulletin article.

Sea Level Canal First.

When the French undertook to dig the canal back in the eighties, ing about the same number of barrels their first intention was to construct of cement, will be used in that consea level waterway. That is, their engineers thought they could put through a ditch from one create to the other at sea level, without the necessity of making locks. Before were touched upon in the last article. they finally quit, bankrupt, they had The dam, the reader will rememdified the plan and decided to use locks, for as the work progressed impounds a lake over which steam-they found that the task of digging ers will travel for some 30 miles on

go up and down through the same Botween these walls was mud by suction dredges series simultaneously.

adjoining chamber will be let into

Electricity Does Work.

long and from 47 to 82 feet high.

They weigh from 300 to 600 tons

each, and will be operated with elec-

tric power generated by turbines

acting as tows and two as brakes to

in the fact that approximately 4,200,-

000 cubic yards of concrete, requir

Gatun Dam Huge.

and its importance in the Canal plan,

ber, is about 11/2 miles long, and

The extent of the great Gatun Dam

struction alone.

As soon as a ship enters the lock

The lock gates are seven feet

Deepest Ditch in World The lock chambers are 1000 feet Of all the features of the Canal, iong and 110 feet wide, with walls and floors of concrete, and massive Culebra Cut is probably the most im-

mitering steel gates at each end. The pressive The Culebra Cut is the ditch which side walls are 50 feet thick at the floor, thence narrowing upward, in is being dug through the continental steps, to an eight foot thickness at divide, and is longer and deeper than the 85 foot high top. The middle any ditch that ever has been dug. It wall, which separates the two locks is approximately nine miles long, of the same flight, is 60 feet thick. and for several miles has an average

In the middle wall, and in the side depth of more than 280 feet, while a walls and under the floors, are great maximum depth of 320 feet is culverts through which the water reached in several places. The will be let into and drained from the amount of material that is to be excavated from Culebra Cut totals lock chambers, as it is desired to about 185,000,000 cubic yards. A

pampe

Previous to the advent of the Americans the French company had done a lot of excavating, about 29;flight to its mate; that is, when one the Canal Zone territory, which with lock is drained, and a vessel is to be 000,000 yards of which has proved raised in it to the higher level, the useful to us. water which is being lowered in the

Digging the Cut has been chiefly a matter of persistency. The biggest problem has been to transport the dirt and rock from the steam shovels to dumping places. John F. Stevens made his most important mark at Panama by solving this problem, which was essentially a railroader's Today there are more than work. 200 miles of track in the Cut, upon which dirt trains operate continuously, hustling long strings of loaded flat cars from the shovels out of

Much of the material has gone into Gatun Dam, 25 miles away, and much into the breakwaters on the Pacific side, some dozen miles

Devices are Clever.

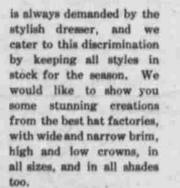
Now, however, the majority of the "spoils." as they call the excavated double locks at Gatun is contained material, is simply used for general fills of swamps and low lands.

A clover device that saves much labor in the unloading of the flat cars is an automatic shovel which is pulled by a cable the length of the rain of "flats," spilling from them all the dirt as it is drawn up to the engine by a spool. It is estimated that on each train four hours time is saved over hand labor and about \$80. Instead of shifting track by hand there is a mechanical track shifter, picks the construction track which ditch deep enough to pass on grade their trans-lathmian trip, at a level up bodily and swings it, ties and all,



tury.-London Athanaeum.

said one statesman



Oregon St., Bet. Wall and Bond.

\*

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