

The Bend Park Company

HAVE been actively engaged in buying and selling property in BEND for the last five months, during which period they have sold upwards of 1100 lots. They are the largest owners of close-in business and residence property in the city. They have been the means of bringing many settlers to BEND and Central Oregon, and believe, as the Great Northern expresses it in their Oregon booklet, "that Bend will be the center of a great farming community, and will itself become a great manufacturing center because of the enormous waterpower in the Deschutes River." They thoroughly believe in the town and in the great future which lies before it.

They have just issued a very attractive illustrated folder on BEND, which they will mail upon request.

They still have a large number of highly desirable lots, at prices ranging from \$150 to \$300, which they will sell on the basis of \$10 down and \$10 per month per lot. Upon receipt of a remittance they will pick out the best unsold lot they have and send the contract for the same.

Those interested in the great future of BEND and Central Oregon can address any of the following offices.



Bend Park Company

General Offices, 860-861 Empire Building, Seattle, Wash.

Portland, Oregon: Court Entrance, Hotel Portland.

Spokane, Wash.: 321 Paulsen Bldg.

Bend: Fourth and Greenwood.

OLD VETERANS HONOR THE FLAG

FIGHTERS OF '61 YOUNG IN SPIRIT

Woman's Relief Corps Entertains
Soldiers With Bountiful Repast.
Band Plays, Addresses Made,
Songs Are Rendered, Etc.

THE VETERANS.

By DENIS A. MCCARTHY.

Every year they're marching slower;
Every year they're stooping lower;
Every year the lifting music stirs the
Hearts of older men;
Every year the flags above them
Seem to bend and bleed and love them
As if grieving for the future when they'll
never march again.

Every year that day draws nearer,
Every year the truth is clearer,
That the men who saved the nation from
The seething southern sword
Soon must pass away forever
From the scene of their endeavor,
Soon must answer to the roll call of the
angels of the Lord.

Every year with dwindling number,
Loyal still to those that slumber,
Forth they march to where already many
Have found peace at last,
And they place the fairest blossoms
O'er the silent, mold'ring bosoms
Of the valiant friends and comrades of the
battles of the past.

Every year grow dimmer, duller,
Tattered flag and faded color,
Every year the hands that bear them find
A harder task to do,
And the eyes that only brightened
When the blaze of battle lightened,
Like the tattered flags they follow, are
grown dim and faded too.

Every year we see them massing,
Every year we watch them passing,
Sadly pausing in our hurry after pleas-
ure, after gain,
But the battle flags above them
Seem to bend and bleed and love them,
And through all the lifting music sounds
An undertone of pain.

The third annual meeting of the
Crook County Veterans' Associa-
tion was held on Flag Day, June 14,
at Bend.

An ample picnic dinner was
served at noon by the Woman's Re-
lief Corps in the store building di-
agonally across from the Pilot Butte
inn. The old vets, wives, sons and

daughters and invited guests had
enough and to spare. The Rev. Dr.
Gorby invoked the divine blessing
before eating, and at the close spoke
words of thankfulness to the old boys
who were present.

At 1:30 o'clock the audience and
many others repaired to the Bap-
tist church, where a well prepared
program by the Relief Corps was given.
The Bend Band distinguished it-
self by rendering appropriate music
in front of the church prior to the ex-
ercises, and interspersed the same
through all the program.

"The Star Spangled Banner" was
given by a choir of singers. Dr. and
Mrs. Ketchum rendered a duet, "Why
Don't the Band Play Dixie?" "Tent-
ing Tonight on the Old Camp
Ground" was a solo by Miss Black.
Rev. Dr. Gorby made the address of
the day, which was well spoken and
gladly received and commended. A
solo by Miss West, "Tramp, Tramp,
the Boys Are Marching," was a re-
minder of Auld Lang Syne. "Colum-
bia, the Gem of the Ocean," was given
by the choir. The exercises at the
church closed with the singing of
"America."

After the meeting the old vets
were grouped upon the church steps
and photographed. Also the Wom-
an's Relief Corps in a separate group.

The old boys returned to the din-
ner hall and held their annual meet-
ing.

Election of officers resulted as fol-
lows: Commander, G. W. Shriner;
Vice commander, J. H. Onell; adju-
tant, Harmon Cook, Laidlaw; quar-
termaster, J. C. Thorpe, Laidlaw.

The Woman's Relief Corps elected
the following: Mrs. Tressa Shriner,
president; Mrs. Dan R. Smith, Laid-
law, vice president; Mrs. Nellie Ger-
trude Wright, secretary; Mrs. Jonas.

assistant secretary.

"Dad" West Remembered.
Adjutant Cook presented the fol-
lowing resolutions which were adopt-
ed:

"Whereas, our commander for the
two years of our existence, J. I. West,
is not present with us today, on ac-
count of indisposition and absence
from home, therefore be it

"Resolved, that we remember 'Dad'
West in his hours of absence and re-
gret he is not with us today.

"Resolved, that our greetings,
sympathy and best wishes are hereby
extended to him and wish him well
both here and hereafter.

"Resolved, that a copy of these re-
solutions be spread upon our minutes
and a copy offered The Bend Bulle-
tin for publication."

On motion a vote of thanks was
given the band for their music and
presence, the choir for their choice
singing, to Rev. Dr. Gorby for the
fine address and the W. R. C. for the
dinner.

On motion it was ordered that
when we adjourn the next annual
meeting will be held on May 30, the
place to be named by the executive
committee. A bill of \$2.10 in favor
of the W. R. C. was reported and a
resolution upon the quartermaster
was ordered, honored and paid.

On motion adjourned at 4 o'clock
to May 30, 1913.

G. W. SHRINER,
Commander.
HARMON COOK,
Adjutant.

FAIRBANKS-MORSE ENGINE.

A two horsepower Fairbanks-
Morse gasoline engine for sale at a
great bargain at the Bend Hardware
Company's store. In first class con-
dition.

New Feed Yard

Operated by

The Wenandy Livery & Auto Co.

NEAR THE DEPOT

OPPOSITE THE UNITED WAREHOUSE

HAY and GRAIN

AT LOWEST PRICES

HOW TO USE THE ROAD DRAG

Get the Right Materials and
Don't Make It Too Heavy.

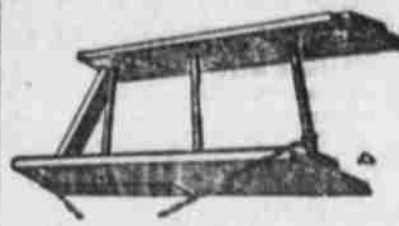
PLANKS OR LOGS ARE BEST.

Two Principles Involved in the Suc-
cessful Operation of the Drag—Posi-
tion of the Driver and Length of the
Hitch to Be Considered.

The earth road is by far the most
common type of highway in this coun-
try. Its cheapness in comparison with
other types of construction and the ab-
sence in many sections of the country
of rock, gravel or other hard natural
materials for road building will render
its use necessary for many years to
come.

There are at present in this country
about 1,000,000 miles of such roads,
most of which must be maintained by
some means more or less expensive.
The split log drag is of great service on
roads of this class, and an increasing
mileage of the rural highways of this
country is being kept in repair econom-
ically and well by the use of this sim-
ple implement.

Two mistakes are commonly made in
constructing a drag. The first lies in
making it too heavy. It should be so
light that one man can easily lift it.
Besides, a light drag responds more
readily to various methods of hitching



PLANK DRAG.

and to the shifting of the position and
weight of the operator, both of which
are essential considerations.

The other mistake is in the use of
squared timbers instead of those with
sharp edges, whereby the cutting ef-
fect of the sharp edges is lost and the
drag is permitted to glide over instead
of to equalize the irregularities in the
surface of the road.

A dry cedar log is the best material
for a drag. Red elm and walnut when
thoroughly dried are excellent, and box
elder, soft maple or even willow is
preferable to oak, hickory or ash.

Drags are often constructed of
planks instead of logs. There is noth-
ing in the construction of a plank drag
that calls for particular mention ex-
cept the strengthening of the planks
along their middle line by a 2 by 4
inch strip. A triangular strip may be
used under the lower edge of the blade
to give it the proper cutting slope.

The successful operation of a drag
involves two principles, which, when
thoroughly understood and intelli-
gently applied, make road working with
this implement very simple. The first
concerns the length and position of the
hitch, while the second deals with the
position of the driver on the drag.
Each influences the other to a large
extent, and successful manipulation of
the drag is dependent upon an under-
standing of both of them.

For ordinary purposes the snatch
link or clevis should be fastened far
enough toward the blade end of the
chain to force the unloaded drag to
follow the team at an angle of 45 de-
grees. This will cause the earth to
move along the face of the drag
smoothly and will give comparatively
light draft to the team, provided the
driver rides in the line of draft. Some-
times, however, conditions are met



RESULT OF DRAGGING.

which require special treatment, and
in a rolling country such conditions
are not infrequent. Often a flat place
several rods in length or a steep spot
needs special attention.

The distance from the drag at which
the team is hitched affects the depth
of the cutting. Shortening the chain
tends to lift the front snub from the
ground. A longer hitch causes the
blade to cut more deeply. The length
of hitch may be regulated by lengthen-
ing and shortening the chain at the
end which runs through the hole in the
blade end of the drag.

The advantages to be gained from
the persistent use of a road drag may
be summarized as follows:

First.—The maintenance of a smooth,
serviceable earth road free from ruts
and mudholes.

Second.—Obtaining such a road sur-
face with the expenditure of very little
money and labor in comparison with
the money and labor required for other
methods.

Third.—The reduction of mud in wet
weather and of dust in dry weather.

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(OPERATING FOUR PACKARD TRUCKS.)

Best Service - - - - - Lowest Rates
4 Round Trips a Week 4

Central Oregon Trucking Co.

Office next door to Postoffice.
W. S. LOCKWOOD, Mgr.

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At this store you will find the latest styles
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Straw Hats, Summer Suits,
Shirts, Underwear, Ties, Etc.

Our prices are exactly right, too.
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Under New Management.

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BEND'S LEADING HOTEL

Is now in charge of J. F. Taggart & Co.
First Class Service and the Comfort of Guests, is Our Motto.
FREE AUTO Between Hotel and Depot.

We Deliver the Goods BUS AND DRAY LINE LIGHT AND HEAVY LIVERY.

Hay, Barley, Oats, Wheat and Bran at lowest prices.
The Largest Barn in Central Oregon.

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Bend Machine Shop

All Kinds of Saw Mill and Farming

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We Carry a Large Stock of
Auto Repairs and Supplies

Wall St., next to Opera House



Portland

BIDS YOU TO HER

ROSE FESTIVAL JUNE 10-15

Tickets will be on sale from all Stations on the
O-W. R. & N.

JUNE 9, 10, 11, 12, 13, 14, 1912

ONE and ONE-THIRD FARE for the Round Trip

A Program has been prepared which will surpass any former.
Arrange to spend a week in Portland, and a week at NORTH
BEACH on the Pacific. REDUCED FARES will be in effect from
Portland, and the O-W. R. & N's Excursion Steamers will be
making daily runs.

J. H. CORBETT, Agent, Bend, Oregon.