

GET YOUR FLOUR AND FEED

AT THE BEND MILLING AND WAREHOUSE COMPANY

"THE BEND FLOUR MILL"

If Your Grocer Does Not Keep Our Flour Come Here for It.

FARMERS

We Will Give Flour In Exchange for Grain, as well as Pay Cash for Large Deliveries.

C. I. BOZELL, Manager

Information for the Homeseeker

Every Issue of The Bulletin records the progress of Central Oregon and the Bend country. If you are a homeseeker looking for a new location, or own property in this section, there is no better way to become acquainted with, or keep posted on, what is being done in this part of the world than by reading this paper regularly. Bend in your subscription at once, so as not to miss anything of what is going on in this big, resourceful country—this great inland empire that has now been opened for development by two great railroad systems.

graduates are admitted to the State University without examination, excellent banks, the best equipped and stocked stores of any town of twice the size in Oregon, brick yards, stone quarries, flour and lumber mills, a creamery, cold storage plants, steam laundry, newspaper, well appointed hotels, and, indeed, able representatives of every class of enterprise.

In other words, Bend is well equipped, modern and progressive, with a lot of wide-awake men who have spent good money developing the town, and who are getting good returns on their investments.

Bend has the best water in the state, and an excellent modern water system, which includes up-to-date fire protection.

Bend's streets and homes are well lighted by electricity, which is furnished from a new plant which cost \$60,000 to build and equip.

A local and long distance telephone, as well as telegraph, are other items in Bend's metropolitan equipment.

Work is under way on a \$80,000 sewer system.

There are more beautiful residences in Bend, proportionately to the population, than in any other town in the West.

Everywhere there are well made and well kept sidewalks, the streets are maintained in the best condition and are lit with powerful arc lights, giving the town the best street lighting of any in Oregon. With the many beautiful views of mountains, river and timber, the magnificent trees scattered generously throughout the residential districts, and the wonderful climate, Bend leaves little to be desired by those who seek ideal places in which to live.

Railroads.

In October, 1911, the Hill and Harriman railroad systems completed to Bend their Oregon Trunk and Deschutes lines. Bend is the terminus of both of these roads. The handsome depot, erected with native stone, and the best equipped warehouse in the state, indicate in what importance the railroad companies hold Bend.

An extensive distributing business already is being conducted from Bend, to the country south and southeast, and with the regular operation of automobile truck lines, the volume of this business is vastly increasing.

Practically all of western Harney county, and northern Lake and

Klamath, will get supplies in by way of Bend, and in return will export via Bend enormous clips of wool.

In connection with this latter product and its shipment here, the railroads have announced that every June there is to be a regular wool sale at Bend. This means that wool from all over Interior Oregon will be collected here, that buyers will come here, that thousands of sheep will be sheared here, and that, in the very near future, woolen mills will be established.

In all surveys that have been made for a branch Hill road to the southeast, to command connection with affiliated roads and an outlet in that direction, Bend has been made the terminus point.

Irrigation.

A Carey Act irrigation segregation embracing approximately 200,000 acres, lies to the east and north of Bend. This land is watered under the supervision of the State of Oregon, and becomes the property of settlers who acquire it by residence and improvement, paying from \$15 to \$40 an acre for water service, with an annual maintenance charge of 20 to 30 cents an acre, the lowest maintenance rate in operation. Non-irrigable acreage is purchased at \$2.50 an acre.

Directly adjoining Bend are two other irrigation enterprises, both conducted on a farmers' co-operative basis, and both exceedingly prosperous.

On the irrigated lands all the products of the temperate zone prosper. The soil and climate, however, are particularly adapted to the successful production of grasses and root crops. Alfalfa, clover, grain, potatoes and other root crops, including sugar beets, do remarkably well.

The yield of butter fat from the grasses is exceptionally great, and this, combined with the pure soft water, and the lack of excessive heat and cold, destined this territory to take the front rank as a dairy country. The establishment of a large creamery at Bend, and the aid given farmers in securing fine cows by the local banks, means that a man with forty acres who will raise grass and feed it to his cows will be assured of a comfortable living.

Work is now in progress upon a great new irrigation canal, known as the North Canal, which will irrigate some 50,000 acres of land. The canal gets its water from the Deschutes.

Dry Farming.

Tributary to Bend on the southeast is a huge dry farming area, embracing more than 250,000 acres of

level and rolling sage brush land, with deep soil, no trees and rocks, and with well water obtainable at moderate depths.

Much of this territory has been settled by homesteaders during the last year, and many families are daily taking advantage of this last big chance to get free Government land. The majority of the acreage is open to homesteading under the 320 acre law, which allows the free acquisition of that amount in return for residence and proportional annual cultivation and improvement. The homestead laws are being made easier and more attractive, with the result that more and more settlers come to Bend and make homes on this land tributary to the town.

Good roads extend through this country, and daily auto and stage lines tap it from Bend, to which its products will come on down grade hauls to be milled with the inexhaustible water power of the Deschutes River immediately below Bend, where a dam is being constructed at a cost of about \$60,000. The work in connection with this summer's development of the new canal will require an expenditure of \$175,000. All of this money will be spent close to Bend. The entire system will require approximately \$700,000 to complete.

Timber.

Tributary to Bend, on down grade hauls, is 20,000,000,000 feet of the finest yellow pine timber. Besides providing the cheap power for the milling of this enormous timber belt, Bend offers the best of mill pond facilities.

The manufacture of this timber at Bend is a certainty, for the largest of the companies interested are heavy property owners in Bend lands and waterpower developments, and have signified their intention of locating their big mills here.

At present there are several smaller mills, employing in the neighborhood of 150 men. While these manufacture lumber primarily for local consumption, not only are many carloads exported to the towns north of Bend, but also many are shipped to the middle western markets, which later will be supplied heavily with the Bend lumber products.

Water Power.

There is at least 250,000 horsepower easily obtainable from the Deschutes at and near Bend.

Already a 1700 horsepower plant is in operation in the town, which offers as cheap electric power for domestic and manufacturing uses as is obtainable in the Northwest. The inexhaustible and cheap power at her doors guarantees Bend's extensive manufacturing future.

Recreation.

The man who comes to Bend or the adjacent sections of Central Oregon will be agreeably surprised at the pleasant surroundings he will encounter, both in what nature has supplied and in social matters. For instance, a University Club recently was organized in Bend with 36 charter members. That indicates the character of the men who are building up Central Oregon.

The sportsman will find the Bend country a veritable paradise. Fishing in the Deschutes is a famous attraction, that river's giant trout bringing sport lovers from all parts of the Northwest. Deer, bear, rabbits, sage hens, ducks, geese, swans and other game afford ample recreation for the out-door lover along the river and in the foothills. Canoeing and boating directly at Bend and up the broad reaches of the Deschutes, coupled with excellent auto roads, horse back riding possibilities without end, and near by snow clad mountain peaks, combine near Bend interest for every sort of nature lover and health seeker.

How to Get Here

From Portland take either the "North Bank Railroad" or the Oregon-Washington Railroad & Navigation Co. system direct to Bend. The fare is \$7.45. Through tickets from all Eastern points are good directly to Bend. The route up the Deschutes Canyon is the most strikingly beautiful railroad trip in the Northwest, and, say lovers of fine scenery, is in itself well worth the journey.

There are towns having good summer climates.

There are towns having good winters.

There are towns at the right altitude.

There are towns having attractions for the outdoor enthusiast.

There are towns having building stone.

There are towns having brick yards.

There are towns having irrigated lands.

There are towns having timber.

There are towns having mills and dairies.

There are towns having water power.

There are towns having great tributary areas.

There are towns which are terminals of two railroads.

But where is there a town having all of these advantages?

BEND is such a town.

And that is why it will pay you, no matter whether you are an investor, a homeseeker, business man or tourist, to investigate what Bend and the adjacent country has to offer you.

BIG SHIP BUILDING

The Planning and Constructing of an Ocean Liner.

FIRST A MINIATURE IS MADE.

This Small Model is Then Thoroughly Tested, and the Story it Tells When Perfected Will Be the Story of the New Vessel When Launched.

Building a modern ocean liner is an interesting and complicated operation. The ship's plan is first prepared in sections from owners' specifications, on a scale of a quarter or half an inch to the foot. One set of drawings, called the "sheer draft," is a plan of the ship's skeleton or framework without the plates, the internal deck, bulkhead and hold arrangements being indicated by a series of detailed drawings.

Follows then the experimental stage. A wooden block or casting of paraffin wax is first made to scale from the ship's plans and tested in a large tank about 300 feet in length and eight feet deep. The model, weighted to the load line, is towed to and fro by an overhead traveser at varying speeds.

Delicate instruments register the exact "pull," the displacement, the stability and a host of other information. The shape of the model is altered again and again, pieces being shaved off here and others there. The final results are carefully tabulated, and from this ship in embryo the builders complete their plans.

Inside the central shed, 250 yards long and 150 feet in height, the ship's berth has meantime been prepared. Thousands of wooden piles, about thirty feet in length, have been driven by pile drivers deep into the ground. On these are laid huge beams and the floor completed with stout planks. Then in the center the keel blocks, surmounted by oak caps in groups of five, are assembled on a falling gradient to the river of about half an inch a foot.

All is now ready for the reception of the ponderous keel. This—the backbone of the ship—is of huge strength, measuring four feet across, and is three and a quarter inches thick. Parallel with the keel, but above it and attached by angle bars, is the central girder, five feet high, the space between forming the double bottom. On each side, at regular distances running lengthwise, are seven other girders, the outer one called the "margin plate."

The water tight chambers are formed by vertical partitions of plates extending above and beneath the floors up to the margin plate on each side.

After the great cast steel stern frame and the stem bar for the bows have been attached the plating begins. The steel strips of varying sizes, but averaging thirty-four feet in length and about three tons in weight each, which form the skin of the ship, are laid on in strakes like the bricks in a wall. Fitting these strakes to the shape of a ship is a critical business. A thin wooden pattern or template is first prepared for each plate and clamped in position on the ship's side. With minute care every detail is marked on it—the size and shape, the overlap and the rivet holes.

It is then transferred to its prototype, the steel plate, which is cut, punched and bent by wonderful ma-

chinery that slices steel strips, punches rivet holes and bends steel plate as easily and cleanly as though the material were paper. Nimble traveling cranes on ganties under the roof pick up the huge plates when ready and convey them to their appointed place, where the hydraulic riveter—a mechanical marvel—with irresistible force and rapidly drives each rivet home. In the building of a modern liner over 4,000,000 rivets are used. Each joint is rendered water tight by caulking.

The outer shell finished and the inside work far advanced, the builders turn their attention to the problem of the launch, the weight of the vessel at this point on the keel blocks being something like 15,000 tons. The launching ways, sloping gently to the water, are prepared, and cradles, fore and aft, to guide the ship, are erected with huge wooden beams, the whole being finally lubricated by tallow and train oil.

Amid acclamation the ship receives its baptism and, whether for weal or woe, takes to its element. Still helpless, though, its motive power lacking, it is afterward moored to the works wharf under a 150 ton titan crane, whereby its boilers—twenty-five of them—are lowered into the abyss of the hold and a multitude of fittings connected with the engines.

Dwarfing all else for size come next the four funnels, towering 150 feet above keel level and large enough for two trams to be drawn through abreast. These are fixed on the gigantic "uptakes," connecting with the boilers by a network of flues.

A host of auxiliary machinery for lighting, ventilating, pumping and steering the ship, as well as the passenger lifts, is being installed at the same time as a swarm of men work day and night on the internal decorations. Electricians encircle the ship with a gridle of light and install a telephone and electric call service with 300 stations.

In the chart room is fitted a wonderful clock, which controls, synchronically, fifty other clocks in different parts of the ship. The lofty Marconi mast is lashed up with the mysterious instruments in the wireless cabin. Then, at last, after many months of toil, comes the welcome day when the great ship, pride of her builders, sails forth upon its trial trip.—London Answers.

BRICK FOR CISTERNS.

The Bend Brick Company desires to call special attention to the advantages of using brick for cistern and similar work. It is the most economical and the most satisfactory material. 221f

NOTICE OF FINAL SETTLEMENT.

Notice is hereby given by the undersigned that she has made and filed with the Clerk of the County Court of Crook County, Oregon, her Final Account as Administratrix of the Estate of Elsie R. Riley, deceased, and that said County Court has set Monday, the 4th day of November, 1912, at 10 o'clock a. m. at the County Court room in Prineville, Oregon, as the time and place for the hearing and settlement of said Final Account, at which time and place any person interested in said Estate may appear and object to said settlement.

Dated this 25th day of September, 1912.

MARY E. SHERWOOD, Administratrix of the Estate of Elsie R. Riley, deceased.

C. S. Benson, Attorney for Administratrix. 29-32

Legal Blanks

OF ALL KINDS

- Blank Notes
 - Rent Books
 - Receipt Books
 - Agreements
 - Sales Contracts
 - Crook County Maps
 - Central Oregon Maps
 - Scratch Pads
 - Township Plats
 - Cruisers' Books.
- We take orders for Rubber Stamps.

The Bend Bulletin

Selling Agents for Aubrey Heights

The most beautiful residence property in Bend. Only 6 to 8 blocks from business center on easy terms.

Fire, Accident and Liability Insurance. Surety Bonds. All classes of Real Estate.

J. A. EASTES Oregon Street.

J. J. RYAN Sanitary Plumbing

STEAM AND HOT WATER HEATING. JOBBING. Promptly Attended to. Postoffice Box No. 171

Roofing of all kinds. Repairing promptly done.

J. A. MacCLOSKEY TINNING AND Furnace Contractor

Guttering, Spouting, Cornices and Skylights.