

DO YOUR CHRISTMAS SHOPPING EARLY



GIFT MERCHANDISE for All the Family

Here's a Store full of Distinctive Holiday Gifts---It's a money-saving proposition to buy those gifts here. At least, come in and look them over.



Shoes

He and She will enjoy wearing "WALK-OVERS" They unite Durability, Ease and Smartness. For Men **\$3.50 TO \$5.** For Women **HIGH TOPS FOR THE BOYS** 8 1/2 to 13--\$2.75 } THEY'RE 12 1/2 to 2--\$3.25 } STAR 2 1/2 to 5--\$3.50 } BRAND

Neckwear

The Newest in Men's Knitted and Silk Ties, at **25c, 50c, 75c** CEMBRUATUM SUSPENDER and HOSE SUPPORTER SETS Boxes at... **75c and \$1.05** Collar Bags **\$1.25, \$2.00**

Gloves

DENT'S GLOVES need no introduction for their wearing and fitting qualities. A most desirable gift. **\$1.75, \$2.00, \$2.50** UMBRELLAS Always acceptable Gifts. Men's and Ladies' \$1 to \$2.50

Dolls

Undressed Dolls, Kid Body 35, 50, 75, \$1.35, \$1.75, \$2.50 Dressed Dolls, a big variety **10c to \$2.00** The Campbell Kids at... \$1.25 Imitation Campbell Kids at 75c CHARACTER DOLLS **50c, 75c, \$1.25**

FOR HIM

- Neckwear
- Suspenders
- House Slippers
- Collar Boxes
- Sweaters
- Black Cat Hosiery
- Cuff Links
- Shirts
- Dent's Gloves
- Pipe Racks

A Contest---Open for All Children in Grammar Grades

THREE PRIZES---1st, \$5.00 in Merchandise; 2nd, \$3.00 in Merchandise; 3rd, \$2.00 in Merchandise

FOR THE THREE BEST DRAWINGS of SANTA CLAUS or ANYTHING SUGGESTIVE of XMAS. Each drawing must be accompanied by four lines of verse, written by the contestant. Give your name, your grade and your age. Contest closes Dec. 24th, at noon. Your drawing must be at our store by that date.

MANNHEIMER'S

THE DEPENDON STORE

FOR HER

- Glove and Handkerchief Boxes
- Toilet Sets
- Handkerchiefs
- Hosiery
- Belt Pins
- Hand Bags
- Neckwear
- Belts
- Dent's Gloves
- Manicure and Toilet Sets
- Mounted Combs
- Umbrellas

WHAT OTHERS SAY ABOUT BEND

A valuable and interesting publicity booklet has been printed by The Bulletin for the Emblem Club, an initial order of 10,000 copies which has been taken by the Bend Park Company, its originator, for Seattle distribution. The leaflet is called "What Others Say About It." "It" is Bend. Most of the text follows:

James J. Hill says:

My belief in the future of Central Oregon is best illustrated by the investments I am making through the medium of the Oregon Trunk line. We intend to do all that a great railroad system can toward developing this vast Central Oregon Empire regardless of cost.

The World's Work, published in New York, one of the greatest and most reliable magazines, publishes an article in its issue for December,

1910, by Randall R. Howard, under the caption, "A Railroad Fight for an Empire. This article says:

"Half of the land within the railroad triangle known as the Harriman Fence, the three sides of which measure 2500 miles, belongs to the State of Oregon. Within this area there is more tillable land than in the whole of New York and Connecticut combined. Beside it the wonderful Pajouse country of Eastern Washington is small and insignificant. It is the raw material of a new agricultural empire. It is America's last answer to Mr. J. J. Hill's great question, 'What shall we do to be fed?'"

John F. Stevens, former chief engineer of the greatest enterprise ever undertaken by the United States government says:

"The day of action is here. If your people have any doubt as to development in this region, let them wait a little while and they will behold something to arouse them. There is here an empire sufficient to support a city the size of Portland."

The Portland Chamber of Commerce Bulletin for June, 1911, says:

"At Bend the railroad, timber and river first meet. That Bend would grow to be the great manufacturing point for this timber has been contended from the first, and appar-

ently, with good reason."

The Seattle Times, under date of October 5, 1911, quotes as follows from James J. Hill:

"We built the Oregon Trunk into Central Oregon for the development of Central Oregon. We built the best possible track and the best possible roadbed, because we believe Central Oregon development merits the best."

"The Great Northern and Northern Pacific have spent \$85,000,000 getting to Oregon. We have never earned a dollar on the investment."

"It will only be a matter of time, and a very short time at that, before we extend the railroad into Harney county."

"It will require more than one railroad to develop Central Oregon," said the builder. "We are prepared to build two or three more roads very soon. We will wait, for I have confidence and faith in this Oregon country; within five years the population of Central Oregon will be 300,000. Within ten years it should be more than a million."

Hon. T. B. Wilcox, president of the company which buys and exports more wheat than any other one company in the United States, says:

"These Central Oregon wheat lands will add at least thirty million bushels of wheat to Oregon's annual

output, and put as many million dollars into the pockets of the growers."

Mr. G. W. Lorimer, inventor of the automatic telephone and interested in the American Telephone Company, and who is an electrical engineer of high standing, says:

"No stream in the Northwest equals the Deschutes in its power-producing possibilities. In the ten miles above Bend one could develop enough electricity to supply all Oregon. Why, plants could be installed every half mile."

The Great Northern Railway authorities say:

"A dam will be constructed at Bend forming a millpond covering 145 acres or more. This will give room for five sawmills cutting approximately 1,000,000 feet of lumber daily."

The Portland Oregonian, under date of March 4, 1911, says:

"The only substantial power plant on the Deschutes river, where hundreds of thousands of horse-power are going to waste, is at Bend. The town is well lighted by electricity, and current is furnished for power. About \$50,000 has been put into this plant, which is in all respects modern and efficient."

"The only municipal water service on the Deschutes river also is at Bend---as good a service as Portland

has."

In a personal letter Mr. C. M. Covell, assistant general agent of the Northern Pacific Railway, at Seattle, Wash., said:

"It is the intention to make Bend the division point of three railroad systems. Its situation practically compels it to be the entrance and exit of over 250,000 acres of irrigated lands. The condition of the soil at this point is such as will produce abundantly cereals of all kinds, and is especially adapted to dairying and stock raising."

"It is estimated that a city the size of Portland, with a population of 225,000, can be supported by the territory tributary to Bend. Further, it seldom occurs that railroads, with their vast organization and their bureaus of development, push their lines through a territory which is not of maximum productive quality."

John D. Porter, Hill's great railroad builder, says:

"Five hundred carloads of lumber daily for fifty years, is my estimate of the Deschutes country's output."

The unprejudiced but interested Bulletin of the Portland Chamber of Commerce says:

"A city the size of Portland can be supported by the territory. That such a city will be the outgrowth of many years is of course true. Equally

true, however, is the forecast that a city of five thousand will exist on the banks of the Deschutes within twenty-four months, and of quadruple that number in five years. That Bend will be such a city is the claim of those familiar with the territory."

The World's Work, in the same article above quoted, says:

"The rails on the Hill road weigh 90 pounds. The sharpest curve is 5 per cent. At nine points on the line the engineers did not hesitate to plot out very expensive tunnels to save grade and curvature. For the same reason, the Hill builders made cuts aggregating 6,000,000 cubic yards of rock and dirt. In the rock cuts, the road-bed has a width of twenty feet. In time, every timber trestle on the Hill railroad will become a solid fill of rock and earth. Never was such a road built for a country branch. We believe 't' to be a main line, and that it is but the beginning of a new route through Oregon and California to the Golden Gate. We are practically certain that, within the next few years, Hill transcontinental trains will thread the canyons of the Deschutes. We suspect the Hill invasion of Oregon to be but a part of the most daring railroad campaign that is going on in the world today."

(Continued on Page Nine.)



SEATTLE TODAY---EVERY BUILDING SHOWN HERE HAS BEEN ERECTED DURING LAST FIVE YEARS.