

Bids Received For Major Work On McNary Dam

Portland, July 21 (AP)—The long-awaited major work on the McNary dam is about to get under way.

A joint bid of \$21,648,763 by three companies proved low yesterday for construction of the major portion of McNary dam on the Columbia river at Umatilla, Ore., Col. O. E. Walsh, Portland district engineer, said.

The companies bidding together on the main construction project were the Guy F. Atkinson Co., San Francisco; J. A. Jones, Charlotte, S.C., and Ostrander Construction Co., Portland.

Government estimate for the work was \$23,642,619. Other bidders on the main contract were Consolidated Builders, Inc., Portland, \$29,033,378, and J. A. Tertling & Son, Inc., Boise, Ida., \$43,676,873.

To Supply Aggregate J. G. Shottwell, Albuquerque, N.M., submitted low bid of \$1,498,200 for supplying 940,000 tons of coarse concrete aggregate and 380,000 tons of fine concrete aggregate as a separate contract.

Consolidated Builders, Inc., Portland, was low with \$1,386,000 for supplying the same aggregate in conjunction with the main contract.

Only other bidder on supplying concrete aggregate in conjunction with the main project was Tertling and Son, \$2,138,400.

Other bidders on furnishing concrete aggregate as a separate contract were Newport Construction Co., Guy F. Atkinson and Kern and Kibbee, Portland, joint bid of \$1,861,200, and Consolidated Builders, \$2,323,200.

Refer Bids Col. Walsh said all bids were referred to Col. Theron D. Weaver, north Pacific division engineer.

The contract will be a continuing contract, Col. Walsh said. About one-half of the 1949 fiscal year appropriation for McNary dam—\$22,000,000—will be used for this work—construction of a major portion of the navigation lock, abutment embankment, fishways, a portion of the spillway dam and other appurtenant structures on a section of the dam adjacent to the north shore.

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(NEA Telephoto) Lt. Comdr. Margaret Jones, 41, ranking WAVE officer of 13th Naval District (above), was shot and killed at Seattle, Wash., by a University of Washington art student, Vernon S. Allen, 42, during a lovers' quarrel. Allen then turned the gun on himself, firing a bullet into his head. He is in serious condition.

Sisters

Sisters, July 21 (Special)—Charlie Lunsford, of San Francisco, is visiting Mr. and Mrs. Sterling May, Charlie and Sterling were in the same outfit in the army.

Mrs. Elva Jones from Nelscott, is visiting at the home of Mr. and Mrs. Jesse Smalley over the week end. Mrs. Jones is Smalley's cousin.

Miss Kay Isom, of Harrisburg, who has been a house guest of Doris Luckenbill since the Fourth of July, left for her home Sunday afternoon.

Mr. and Mrs. C. Piper and Mrs. Nellie Griffin, of Seattle, visited at the home of Mr. and Mrs. Dick

Day last week. Mrs. Piper is Mrs. Day's sister and Mrs. Griffin is Mrs. Day's mother. Mr. and Mrs. Piper left for home Sunday afternoon but Mrs. Griffin is staying for a longer visit.

Gene Smalley, of Portland, returned home last week after spending three weeks with his grandparents, Mr. and Mrs. Jesse Smalley. Mr. and Mrs. Paul Smalley made the trip to bring Gene home. They spent the night at the Smalley residence.

Mr. and Mrs. Bill Durfee from Bend visited at the home of Mr. and Mrs. Jerry Benson Saturday evening.

Mr. and Mrs. Roger Carstensen spent three days last week vacationing with Gene and Velma Chamberlain at Wathum lake, near Mt. Hood.

Mr. and Mrs. R. L. Pomeroy and daughter, of Bend, visited Sunday at the home of Mr. and Mrs. George Wakefield.

Mr. and Mrs. E. Springer, of Carlton, are visiting her brother-in-law and sister, Dr. and Mrs. E. C. Willcutt.

Donna Demaris spent several days last week visiting her uncle and aunt, Mr. and Mrs. L. A. Denison of Bend.

Jerry Benson and Dick Day made a dual cross-country flight to Salt Lake City, Utah, last week.

Mrs. Pete Leithauer and children left Sunday for a week's visit with her parents, Mr. and Mrs. F. O. Lake in Morning.

Mrs. Margaret Miller visited friends in Eugene for several days. Mrs. Miller returned to Sisters Monday afternoon.

Mr. and Mrs. L. A. Denison of Bend spent Sunday afternoon picnicking at Scott lake with Mr. and Mrs. Albert Demaris and family. Mr. and Mrs. Loyd Hewitt and family and Mrs. Robert Hewitt, Jr.

Mr. and Mrs. Warren Isom of Harrisburg and Mr. and Mrs. R. T. Millican of Springfield visited at the home of Mr. and Mrs. L. Luckenbill Sunday, after attending a horse sale in Sisters.

Sharon Day, daughter of Mr. and Mrs. Dick Day, left Sunday

with her uncle and aunt, Mr. and Mrs. C. Piper, of Portland. Sharon will visit her grandmother, Mrs. Vivian Russell while in Portland. The Pipers continued home to Seattle after visiting with Mrs. Russell in Portland.

Mr. and Mrs. John Elliott and son left last week for Oakland, Calif.

4-H members of Sisters who attended the 4-H club rally day last Friday at Drake park in Bend were Cherry Roberts, Sandra Reese, Judy deSully, Kathy Hitchcock, Sharon Day, Lola May Warner, Mary Ann Gesser, Bobbie Demaris, Douglas Dill, Raymond Kribb, Donald Cooper and Dunne Ullman. Mrs. Lewis Luckenbill and Mrs. V. Kribbs, 4-H leaders, decorated a window at the George's sporting goods store and Mrs. Dick Dill and Mrs. Roberts, also 4-H leaders, were chaperones.

Mrs. Mae Cyrus, district deputy, installed new officers at the regular meeting of Sisters Rebekah lodge Wednesday evening, July 14. Those installed included: Mrs. Jackie Henderson, noble grand; Mrs. Ruth Chapin, vice grand; Mrs. Lorraine Short, secretary; Mrs. Nellie Bemby, treasurer; Mrs. Frances Day, warden; Mrs. Mae Cyrus, conductor; Mrs. Edna Davis, chaplain; Mrs. Dell Ullman, musician; Mrs. Sarah Trushelm, inner guard; Mrs. Ellen Edginton, outer guard; Mrs. Cecil Skelton, right support of noble grand; Mrs. Velma Gustafson, left support to noble grand;

Mrs. Dollie Wyatt, right support to vice grand; Zelta Mehlbeck, left support to vice grand.

Juvenile Grange Camp Dates Set

The annual juvenile grange summer camp will be held at the Skyliner's lodge from Aug. 8 to 12. The camp is open to all members of the juvenile grange who are 10 to 14 years of age. Younger children may go if they are accompanied by a parent. Cost of the camp will be \$8 per child.

Classes in wood burning, metal tapping, textile painting, wood working, nature study, sports, and birds will be given. A program will be presented each evening around the camp fire.

Chartered buses will bring children from southwestern Oregon. It is expected that a large number

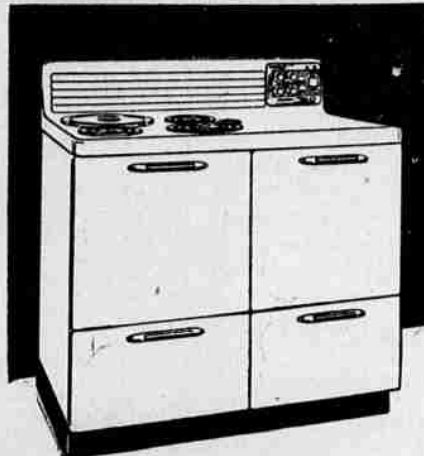
will register from Deschutes and Crook counties. Registrations and fees must be mailed to the camp director, Mrs. Hilda Reiber, Route 1, North Bend, Ore., by Aug. 1.

Mrs. Reiber will be assisted by a cook, an assistant cook, a nurse, a Red Cross swimming instructor, three state grange deputies, William G. Howes, Vern Lantz, and Mrs. Mildred Norman, and other instructors.

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WHAT'S THAT? IT'S THE CAT Memphis, Tenn. (AP)—L. A. Tasker stayed awake armed with a shotgun to get to the bottom of his disappearing chicks. He fired at a big black cat entering the chicken pen. Attracted by the firing, police fined him \$26.

Latest census figures show there are 17,000 more women in Venezuela than men.

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How the New Hudson, America's most streamlined car with the low silhouette, brings you roominess and comfort never before obtainable in an automobile.

You've seen them flashing by in all their sparkling color—those trim, gorgeous New Hudsons with the low, streamlined silhouette.

But have you really examined one of these amazing cars? They are the big news in the automobile world today!

Hudson, always known for great forward steps in the development of the automobile, and for efficient use of motive power, is again way out ahead with a motor car that hits a new high in efficient use of space—that makes a greater percentage of its total space actually available for your use and comfort.

When you take a close look, you'll find that Hudson, through the use of a new, exclusive "step-down" zone, reclaims so much usually wasted space that this sensationally efficient car gives you more useful interior room than you've ever before experienced in an automobile.

This new kind of motor car has a sturdy foundation structure surrounding the passenger compartment, which permits the floor to be recessed down within the base frame so that you step down when

entering. This makes space between frame members, which is usually wasted, available for use inside the car.

Seats can thus be lowered to harmonize with the new, lower top, and by stepping down into Hudson, which is only five feet from ground to top, you get more head room than in any other mass-produced car built today!

And how about seating room? Hudson's new design reclaims space formerly taken up by wheel housings and protruding fenders. This is accomplished by placing rear seats ahead of the rear wheels, in a zone unrestricted by wheel housings. As a result, rear seats are 15 inches wider in this car that is only little more than four inches wider over-all. Both rear and front seats extend the full width of the body, giving Hudson the roomiest seats in any American-made car! Hudson's use of the "step-down" zone and unique seating arrangements are illustrated in the sketches that follow:



OTHER CARS—Passengers ride on top of a frame, as shown above, and (in the rear seat) between rear wheel housings, which occupy space that should be a part of seating room. Ruling on top of a frame means that essential head room must be reduced if the roof is lowered for streamlining.



NEW HUDSON—You ride cradled down within Hudson's base frame, as shown above, and also ahead of the rear wheels. Seats can therefore extend full width of the car. Due to the use of the "step-down" zone, roof is lowered for streamlining, yet ample head room is provided.

The New Hudson even reclaims the unused space in doors by providing gorgeously tailored, recessed compartments where interior door handles, window cranks, ash receivers, and generous arm rests are placed out of the way to allow increased elbow room for passengers.

This development of Hudson's exclusive, all steel Monobilt body-and-frame* with its "step-down" zone required years of engineering work, the perfection of new production techniques and millions of dollars in highly specialized new plant investment. This may be why Hudson, and Hudson alone, offers this important advance today!

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