

Beaverton Review

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FRIDAY, JULY 26, 1929

J. H. Hulet .. Business Manager

HOW TO GET FREE MAIL DELIVERY HERE

The following letter, received some time ago, gives an idea of some of the requirements that must be met before Beaverton can enjoy the privileges of free mail delivery.

To the Editor of the Review:

The Beaverton Chamber of Commerce with the Beaverton Kiwanis Club co-operating is desirous of securing a village mail delivery in Beaverton.

There are certain requirements which must be met according to postal regulations, such as sidewalks either cement, gravel or lumber; houses numbered and streets marked and names placed on corner; dwellings reasonably close together, that is, not too many vacant lots between dwellings.

A tentative survey shows that Beaverton for the most part does not meet such requirements at the present time, but it also shows that the requirements in most of the town could be met if certain improvements were made. We have sidewalks that could be repaired and made suitable. We also have

places where walks could be built along a vacant lot or along a dwelling and by so doing connect with other walks that are already established, and make a continuous walk for the mail carrier to follow.

Names on streets and cross streets where now posted could be put up at a nominal expense, and houses could have the numbers put on at a small cost. Many houses already have numbers.

The present condition of many of the sidewalks could easily be improved and in many cases should be replaced with new.

The possibility of a village mail delivery depends largely on the wish and co-operative spirit of the citizens of the town. If they really want village mail delivery it can be had by meeting the above requirements.

—Frank J. Dietrich

How to Raise Poultry

By Dr. L. D. LeGarde, V. S.

Dr. LeGarde is a graduate of the University of California, and has been a member of the American Veterinary Association since 1902. He has been a member of the American Poultry Association since 1902. He has been a member of the American Poultry Association since 1902.

MUST FOWL QUARTERS

BE FOUL QUARTERS?

"Married men," so states the wise-cracking vaudeville performer, "have their better halves, but bachelors have better quarters." While a great many people may take issue with the foregoing statement, it would be hard to dispute that a majority of the chickens being raised in this country are entitled to better quarters and do not get them. Certainly, a distressingly large proportion of the poultry being raised today would fall in that category.

All too often, the matter of poultry housing is left until everything else has been provided for, and then any kind of old shack will be hastily thrown together, often in a location not deliberately chosen for the purpose but which is used because it is fit for nothing else.

As a matter of fact, the location that is fit for nothing else is usually unfit for poultry raising, but that is, apparently, not often taken into consideration. I shall briefly describe a type of house, which, after experimenting with many kinds for over twenty years, I am convinced is the cheapest, most practical, healthiest, more comfortable and easiest to build poultry house, for the average farm flock, of which I have any knowledge. If I felt otherwise, it is quite certain all my own poultry houses would not be built on this plan.

My ideal poultry house is the one-way shed roof, open front, fresh air type that admits plenty of sunshine and plenty of fresh air at all times without drafts, and faces south. It should be 20 feet wide or deep from north to south, and as long as necessary to accommodate the flock. A house 20 by 20 feet is a nice size for an ordinary size small farm flock. It will comfortably house 100 hens of the larger breeds and 135 Leghorns in all cold and moderate climates; while in warmer climates, 25 per cent more can be housed without crowding. This is due to the fact that the fowls do not have to be housed many days during the winter in the warmer sections of the United States. It is a great mistake to crowd chickens into a house, as they should have plenty of room at all times. This house should be 9 feet high in front and 6 feet in the rear. There should be a trap door 10 or 12 inches wide along the north wall just under the roof that should be opened during hot weather for coolness at night; while during fall, winter and spring the north, east and west walls should be absolutely as near air-tight as they can be made. In a long house, there should be a solid partition from the back almost to the front every 30 or 35 feet to prevent drafts sweeping from one end of the house to the other on the birds at night.

The openings in the front are all the ventilators a poultry house needs, and the larger these permanent openings are, the healthier the fowls will be, as long as they do not freeze their combs and toes. By having roosts along the north wall there will be no drafts at night; by having the north, east and west walls closed tight, even if the south is open.

Every poultry house should have a floor—either concrete or wood. It is impossible to keep a dirt floor clean and sanitary. The floors in all my houses are made of tongue and grooved flooring that is absolutely tight. All my houses are up on posts two or three feet high, which provides a good cool place during the heat of summer. A good roof is very essential, as a poultry house must be kept dry if the fowls are to be kept healthy. The usual material used for shed roofs is either roofing paper or galvanized iron. The latter is usually the most durable, but is also very hot during hot weather if the roof is not high. A straw loft or a ceiling under the rafters will make the house a great deal cooler in summer and also warmer in the winter. Do not have the roof too low, especially in warm climates, nor too high, especially up north. There should be 5 1/2 or 6 feet clearance space in the rear and 8 or 9 feet

in the front inside.

This poultry house is equally good in any climate and at any season of the year, the only difference being in the construction of the front openings. In the southern states the front should be left almost entirely open at all times, while up north where the weather is cold, most of the front should be closed for the protection of the fowls. In the northern states, quite a portion of the front can be covered with glass substitutes to admit light and sunshine, and sufficient air for ventilation can be had through openings that are covered with thin muslin curtains during cold weather. In climates similar to Missouri, the openings in the front should equal 10 per cent of the floor area of the house, and these openings should be left open at all times except in extreme cold weather or while storming from the south when a thin muslin curtain can be pulled down.

Of course, some rain will beat in the southern openings at times, but the harm from this is trivial as compared to having the front of the house closed, or nearly so.

The floor should be sloping a little to the front, so that the rain that should blow in will run to the front and out.

No ordinary glass windows are needed in the front of a poultry house, and very few any place else. The front of the house should be boarded up solid for three feet above the floor and all openings should be above this.

In cold climates, the north, east and west walls should be made warm. Ship-lap or drop siding should be carefully put on so as to leave no cracks, and then this should be lined on the inside or out with two or three ply roofing paper securely put on.

A house built on the plan described will always be a source of life and more productive fowls. Any dividends in health, more valuable and more productive fowls. Any one who is interested in better housing for fowls and desires further information may write me for further information in care of this newspaper.

A new service to the people of Oregon will be rendered by Oregon State college extension service beginning August 1, as a result of recently completed arrangements whereby market reports on all principal crops will be made available on the same day the quotations are established. Through the co-operation of the United States bureau of agricultural economics which has extended the federal market service leased wire to the Northwest, the market in formation will be available here from all the principal centers of the United States, including the Pacific coast.

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rise Dairy, A. Camenzind, proprietor. Adv. c 15-1f

For Sale—Majestic range, wood or coal. Inquire Mrs. H. F. Waite, 3rd and Washington. p-34

Beaverton Rebekah Lodge No. 248 meets first and third Tuesday evenings at 7:30 P. M. in the I. O. O. F. Hall. Mrs. Marjorie Lewis, Secretary. Mrs. Lulu Clifton, N. G. p-1f

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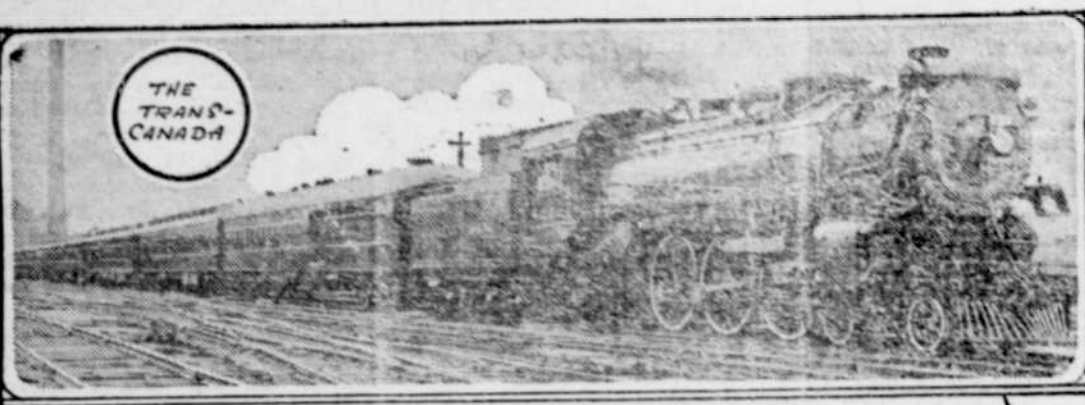
The Roadster	The Convertible
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Beaverton, Oregon

A SIX IN THE PRICE RANGE OF THE FOUR

Speed With Safety Are Requisites of Modern Travel



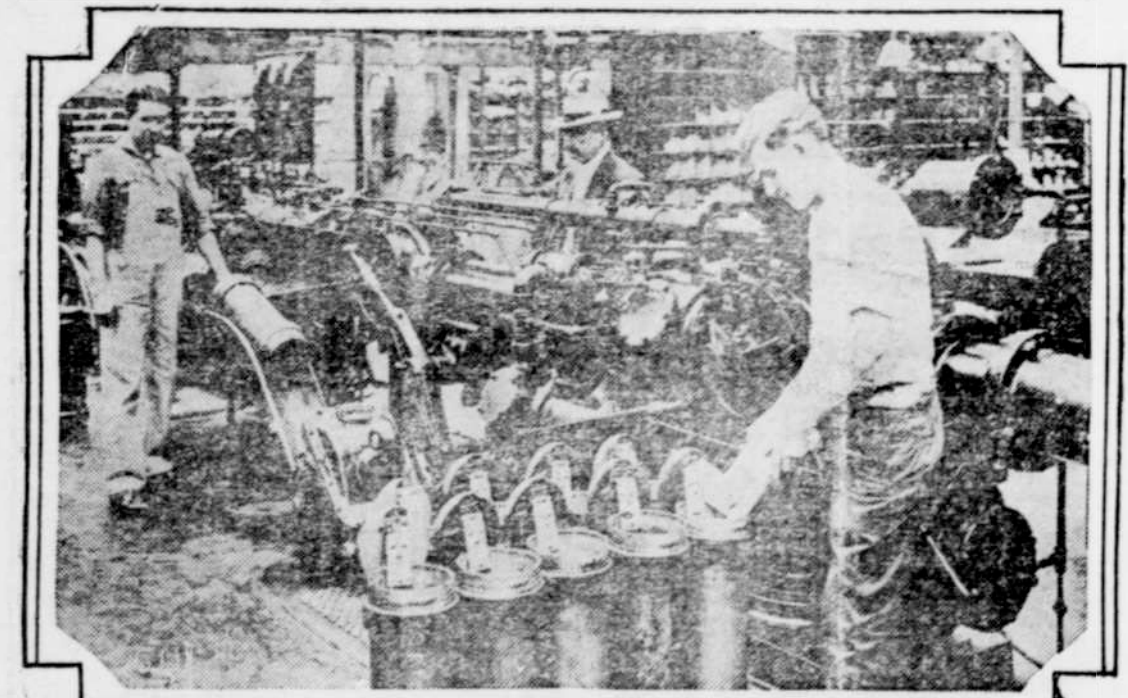
Speed—safe speed that assures arrival on schedule—is the growing demand of the twentieth century, and all human ingenuity and skill have been devoted to this end. The airplane, the luxurious ocean liner, the high-powered, low slung motor car—all are built with the safety factor in mind and manufacturers must meet that demand or go out of business.

The railroads, too, have kept pace with the demand for safe, expeditious travel between distant points, and are constantly improving their running time where possible. Take for example the Trans-Canada Limited

fast train-de-luxe of the Canadian Pacific Railway, which resumed service between Montreal, Toronto and Vancouver May 12 and which makes the 3,000 mile run to the British Columbia city through mountains, forests and prairies in 88 hours 45 minutes, and from Toronto in 34 hours 30 minutes. While the Trans-Canada Limited is operating there are actually ten Trans-Canada in service—four eastbound, four westbound and two being prepared for the return run at either end. So luxurious is their equipment that they are valued at over \$10,000,000. The traveling public now demands as fine travel accom-

modations as it finds in well appointed homes, and the railroads are ever on the alert to make journeys more comfortable and pleasant. The Trans-Canada, for instance, is equipped with new vit-a-glass solarium cars, permitting the beneficial ultra-violet rays excluded by ordinary window glass to penetrate to the passenger; new sleeping cars insuring a maximum of comfort during the night; new type dining cars; ladies' shower baths; smoking rooms and other appointments. Those who journey to Banff and Lake Louise during the summer will be as comfortable as in their own living rooms.

PNEUMATIC TUBE SERVICE URGED TO RUSH AIR MAIL FROM AIRPORTS INTO CITIES



ONE OF NEW YORK'S STATIONS FOR THE HANDLING OF THE SWIFT "TUBULAR POST" . . .

Landing Platforms Over Wharves Suggested for Small Planes Flying From Large Terminals.

NEW YORK—The suggestion of members of the Architectural League to build landing platforms for small airplanes at various points above the city's waterfront has called attention not only to the possibility of expediting the air mail after its arrival at the nearby airports, but has created interest in one of New York's most marvelous institutions, the pneumatic mail tube.

The idea is to equip the local landing stations with pneumatic mail tubes leading directly into the post office system. At present the large mail and passenger planes reach the big airports which are far out of the city, and of the vicinity of tall buildings. I have been one hour and one-half getting into town. But with small landing platforms for small planes, built above the piers of waterfront streets, a man arriving at a New Jersey airport from the West would be transported to the city landing place by a small plane in ten minutes, and within a few minutes after arriving at the airport, mail would be in the post office with the result that many times it would catch an earlier delivery.

The inconsistency between the splendid efforts of the air mail pilot to eliminate time and space and the



NEW YORK HAS AN ABUNDANCE OF UNOCCUPIED AREAS ABOVE PIER, STREETS, OR RAILWAY SIDINGS THAT CAN BE USED FOR ELEVATED MAIL LANDING PLATFORMS EQUIPPED WITH PNEUMATIC MAIL TUBES.

possibility of long delays for air mail in the city was stressed more than a year ago by First Assistant Postmaster General J. H. Bartlett. "Tubes," said Mr. Bartlett, "appear to be the only agency in sight looking toward such progress. Not tubes installed promiscuously without regard, but scientifically placed where mathematical and financial computation has proved their usefulness."

Unknown to most Manhattanites, the tube service carries millions of letters daily at high speed through the mazes of underground New York. Never interrupted by traffic congestion, heavy snows or motor car bandits, the pneumatic tube mail service covers an average of over 140,000 carrier miles per day. It connects the main post offices and substations and even crosses the Brooklyn Bridge, and arriving, for example, at the Grand Central or Pennsylvania Rail-

STEAKS

MEATS

If you are a careful and thrifty shopper, if you want the very best meat at the lowest possible price, trade here at the City Meat Market.

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