

"Don't try a 'Handy-Man' — Call a Plumber!"



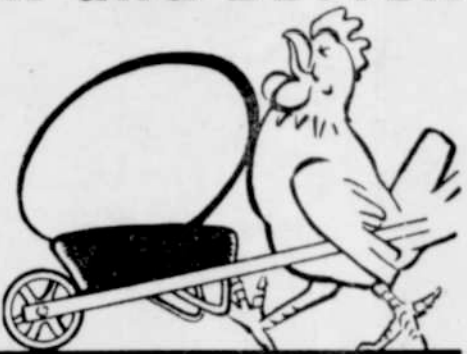
"QUIT WORRYING! HE CAN PLANT TREES IN 'EM, CAN'T HE? WE'LL FIND HIS BROKEN SOIL PIPE, OR BUST!"

For Expert Workmanship—Quality Materials—
Careful Supervision—Thorough Inspection—Call

BEAVER PLUMBING CO., Inc.
First and Main Sts., Beaverton Phone 4346

For BIGGER and BETTER EGGS

Maximum egg production at lower cost. That's the story of Triangle X-tra egg producer. A carefully balanced feed supplying the requirements for more extra grade eggs. Mash or pellets.



TRIANGLE X-TRA EGG PRODUCER
FINDLEY MILLING COMPANY

Arizona Seeks Lions Share of Reclam'n Funds

Following an extensive study made by the Library of Congress, reclamation leaders in the west were awakening to the realization that the proposed \$738,000,000 Arizona irrigation project represents a grave threat to new developments in all other western states.

That was the statement issued today by Ben P. Griffith, secretary of the Colorado River Association, with headquarters in California.

The government report, Griffith said, discloses the startling fact that the amount of federal funds Arizona is asking for its project rivals the total amount spent in all 17 "reclamation" states, including Arizona and California, during the past 11 years.

Griffith continued: "Preliminary estimates of the bureau of re-

clamation give the Central Arizona project cost as \$738,000,000. This is for the initial development only. Added features, including an 80-mile tunnel, are estimated to bring the total outlay for Arizona to \$1,500,000,000.

"Against this whopping sum for just one state is the \$963,307,000 total that has been appropriated over an eleven year period for all reclamation projects in 17 states."

It is this comparison, Griffith charged, that has brought expressions of concern from farm leaders, reclamation supporters and public officials.

Close attention is being paid by these interests in Washington to Senate Bill 75 and House Resolution 934, the Arizona legislation that seeks to get Congressional approval of the unprecedented \$738,000,000 expenditure of reclamation funds for a single state.

Griffith said the Colorado River Association is a citizen organization that has been formed for two primary objectives: (1) to protect California's water rights in the Colorado river, and (2) to sup-

port feasible projects for Colorado river water use, where the water supply is available without taking water away from established projects. The \$738,000,000 Arizona project was cited as one that "did not qualify" for support.

LEGAL NOTICE

WILSON v. WILSON
CLAPPERTON & SCHALLHORN
Attorneys-at-Law
1225 Failing Bldg., Portland, Ore.
(No. 15298)

In the Circuit Court of the State of Oregon, for the County of Washington.

ARTHUR WILSON, Plaintiff
vs.
LOUISE WILSON, Defendant
To LOUISE WILSON, the above named defendant.

In the Name of the State of Oregon:

You are hereby required to appear and answer the complaint filed against you in the above entitled court and cause on or before the expiration of four (4) weeks from the date of the first publication of this summons, to-wit: on or before the 15th day of August, 1949; if you fail so to appear and answer plaintiff, for want thereof, will apply to the above entitled court for the relief prayed for in his complaint, to-wit: for a decree of absolute divorce from the defendant and for such other and further relief as to the court may seem just and equitable.

This summons is published by order of the Honorable R. Frank Peters, a Judge of the above entitled court, made and entered on the 1st day of July, 1949, directing publication for four (4) consecutive weeks in the Beaverton Enterprise of Beaverton, Oregon, a newspaper published and of general circulation in Washington County, Oregon.

CLAPPERTON & SCHALLHORN
Attorneys for Plaintiff
1225 Failing Building
Portland, Oregon

Date of first publication July 15, 1949.
Date of last publication, August 12, 1949.

MR. GUINEY PIGG



Don't Be A Guinea Pig!
You can depend on us for window glass, for better visibility.

BEAVERTON BODY SHOP
259 N. W. Canyon Road
Phone Beaverton 4162

LEGAL NOTICE

Estate of Andrew Mellen Kennedy
NOTICE OF FINAL ACCOUNT
In the County Court of the State of Oregon, for Washington County.

In the Matter of the Estate of Andrew Mellen Kennedy, deceased.

NOTICE IS HEREBY GIVEN, that the undersigned, as Doy Gray of the above entitled estate has filed his Final Account in the above entitled Court and that Tuesday, August 16, 1949, at 9:30 o'clock a.m. in the Court Room of the above entitled Court has been appointed by the Court as the time and place for the hearing of objections thereto and the settlement thereof.

Dated and first published July 15, 1949.

Date of last publication August 12th, 1949.

DOY GRAY, Executor
A.C. ALLEN and
SAMUEL B. LAWRENCE,
Attorneys.

TIPS from a CHAMP

HOW TO BUILD MODEL AIRPLANES
by Ronnie Thorsen

Editor's Note: Fifteen-year-old Ronnie Thorsen of Portland has been bed-ridden most of his life with recurrent attacks of rheumatic fever. But that hasn't dampened his enthusiasm for model airplane building which he does with such skill that last year his plane, flown by a friend, took first place in the junior division of the Plymouth International Model Plane Contest at Detroit against a field of several hundred contestants. With plans for another entry this year, Ronnie tells in this series of articles how to get started in one of the fastest growing hobbies in the nation.



Ronnie Thorsen, 15-year old Portland model plane builder, whose series of articles "Tips from a Champ" begins today, is shown here with the flying model which captured first prize in the 1948 Plymouth International Model Airplane Contest in Detroit.

CHAPTER ONE

What Plane To Build

So you want to build a model? I started building model planes nine years ago and during each step of the way, had loads of fun doing it. Most of the information and instructions on how to build the various types of planes was gotten directly from the written instructions furnished by the many model magazines, and also, in plans included in ready-to-assemble kits.

As a model builder turns out more and more planes, he works out ways to use his own ideas. That part of building is a lot of fun to me. As I have much spare time to spend, I have made over 30 actual flying models in recent months. In these articles on model building, I'd like to draw on my past experiences and offer some points that helped my plane to place in last year's state-wide model plane meet, and also, at the Plymouth International contest in Detroit. I didn't have the chance to actually fly at the two tournaments, but my good friend, Jack Hudspeth, an Oregon boy who last year became Junior International Model Plane champion in all divisions, flew them and came out on top for me in one class.

And now, I want to talk more about the actual work on models. First, you must learn something about what makes a plane "tick," and this you learn by building a simple, all-balsa primary glider and observing its flight. Your hobby dealer has many fine kits from which to choose. Also get a good model knife with sharp replaceable blades, several grades of sand paper and a tube of quick drying airplane glue. A soft pine board or soft wall board makes an ideal working surface (Please don't nick up the dining room mahogany). Have a nice big waste basket handy for shavings and scraps if you want your mother's approval, and clean up after each job.

Study your full size plans and written instructions; study details and follow directions carefully; your results are bound to be good. Have your pal build a glider too and you will double your fun with competition. It just seems like you can get more interested and turn out better models if fellows you know are building also. It's fun to compare notes and talk about ideas. After you have built, flown and observed the glider, the next step is to build a simple rubber powered model of the all balsa type.

This model is the first real step in model plane making. It is here that the model maker combines flight qualities learned in studying the glider types with types

that can fly under their own power. In building rubber powered planes, you can experiment and design your own, but I think the best plan at this stage is to follow plans worked out by other model makers. If you follow the directions carefully, you will have no trouble.

As you get experience, you'll be able to take in your stride the more intricate details involved in building and flying bigger planes. There are so many different plans available to modelers that it's hard to recommend any particular styles. But it will be easiest for you when planning which one to build, if you take each type as it comes, and don't try the difficult ones first.

If you are still interested in flying after these preliminary models, you might like to make a motor powered plane for a small glow plug engine (.020 to .040 displacement) these are quite reasonable in price.

But before you run down to the hobby store for the model, you must decide whether you will want one that flies free flight or control line. Buy one of the simpler models designed for beginners and made for a motor of that size. Later on you will, no doubt, want to start one of the larger models built to scale and copied after real planes.

For those of you who plan to construct models using gas powered engines, there have been many improvements made in this type of motor in the last year or so. It used to be that the model maker had to fit a lot of stuff in his plane to operate the little gas engines. Batteries, condensers, and ignition systems have now been eliminated. The new glow plug engines generate their own ignition heat as they run. Powering your model is one of the most interesting parts of this hobby. The remarks on my next article will be on this subject.

PLUMBING

Top Material, Guaranteed

Work -- Economical
Operation

BEAVERTON HARDWARE

Phone Beaverton 3921

DR. H. A. PUTNAM

Chiropractic Physician
30 years practice in Portland
1 block So. of Canyon Road on
Howett Road-West Slope
Portland phone BEacon 9637
Open evens. by appointment

"Why accept anything less than the most Beautiful BUY of all?"

Stand by for a Chevrolet and get the most for your money

It's your money you're spending, and you're entitled to get the most motor car, in return. All America says that means Chevrolet—the most beautiful buy of all—and the car that gives EXTRA VALUES in every phase and feature of motoring. It brings you fine-car advantages from Fisher Body Styling and Valve-in-Head performance to Center-Point steering ease and the greater riding comfort of the longest, heaviest car in its field. And offers these advantages at the lowest prices! So, why accept anything less than the most beautiful buy of all? ... Invest in a Chevrolet and get the most for your money!

Again . . . NEW LOWER PRICES!

The Styleline De Luxe 2-Door Sedan—White sidewall tires optional at extra cost.

Insist on getting these EXTRA VALUES exclusive to Chevrolet in its field!

WORLD'S CHAMPION VALVE-IN-HEAD ENGINE
FISHER BODY STYLING AND LUXURY
CENTER-POINT STEERING

CERTI-SAFE HYDRAULIC BRAKES
(with Duct-Life Rivetless Brake Linings)
FISHER UNISTEEL BODY CONSTRUCTION

CURVED WINDSHIELD with PANORAMIC VISIBILITY
LONGEST, HEAVIEST CAR IN ITS FIELD,
with **WIDEST TREAD**, as well

5-INCH WIDE-BASE WHEELS
(with Extra Low-Pressure Tires)
EXTRA ECONOMICAL TO OWN—OPERATE—MAINTAIN

CARR CHEVROLET CO.
BEAVERTON, OREGON **PHONE 3333**

OLD HERMITAGE Brand Kentucky Whiskey - A Blend

A Gentleman's Whiskey from Kentucky

National Distillers Prod. Corp., N.Y. • 86 Proof • 65% Grain Neutral Spirits

"FOR GENERATIONS A GREAT KENTUCKY FAVORITE"