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TWO YOUNG MEN KILLED IN CRASH

O'Mara and Cassell Instantly Killed In An Airplane Crash.

Athena people were terribly shocked Friday upon receiving news of an airplane crash which took the life of Allen O'Mara, a young man well known here.

Young O'Mara was completing a course in flying, and had the reputation of being a careful pilot.

Until recently he was employed on the Joe Scott ranch. Having finished his work there he went to Walla Walla and was working on a house, when the accident happened.

The following article of the fatal accident was taken from the Walla Walla Union.

Two young aviators are dead and their plane, property of the Walla Walla Airways, Inc., a complete wreck, result of a crash in a wheatfield about half a mile northwest of the state penitentiary grounds about 9:30 Friday morning. The crash followed a series of "loop the loops" at an altitude of about 2000 feet.

The dead: Allen O'Mara, Elvin (Slim) Cassell.

They were killed instantly. The bodies were still strapped in the seats, lying side by side when spectators quickly reached the place, the fall having been observed by a number of people, and within less than two minutes a crowd had started to gather.

O'Mara's skull was crushed, a piece of the plane having struck him on the head in landing, and many bones in his body were broken. Cassell's body also was crushed, the force of the impact being so hard that some of his clothing was ripped from his body.

The plane was a complete wreck, and portions of the wings were about 400 yards from where the machine nosed into a small gully in the wheatfield.

Officials of the Walla Walla Airways last issued a statement in which they put forth their version of the tragedy after obtaining the wreck and obtaining the statements of eye witnesses.

Just prior to leaving for Pasco, O'Mara, who rode in the rear cockpit occupied by the pilot, expressed a desire to take the plane for a short flight to practice a few stunts which are part of the flying course and which are necessary, it is stated, to give the flier confidence in handling the plane. Cassell, who was a licensed commercial pilot with fifty hours of solo experience, went along with O'Mara for the purpose of aiding him in this practice. Cassell rode in the front seat and talked to O'Mara through head-phones which were still attached to the letters relmet when the bodies were found.

It is believed that after performing several loops at a high altitude they started another which did not quite go over causing the engine to stall and fall off into a power spin. Since this is ordinarily not dangerous, it is probable that they let it spin and then straightened it into a dive intending to pull out of the dive and level the plane into flying position.

They evidently made the mistake of leaving the throttle wide open with the result that in a few seconds the plane was diving straight for the ground at a terrific speed which could have been almost 350 miles an hour. Then probably becoming apprehensive, it is thought that they may have pulled back on the stick much too suddenly instead of first placing it in normal flying position. This would subject the wings to a terrific strain with the wing which happened to be lowest bearing the brunt.

With a sound that one witness compared to that of a shotgun report, part of the wing snapped loose. With the engine still wide open the plane kept falling faster than ever. However it was evident from the angle at which the plane struck the ground that the fliers had partially succeeded in leveling off the craft. It was estimated that the plane struck at a speed of over 400 miles an hour.

Although, it was pointed out, the wings had recently suffered from minor cracks, and had been repaired, the wing which broke in this instance was the only one on the plane which had never been damaged and was in the most perfect condition of any. It had recently been thoroughly inspected with the fabric removed. All of the wires, struts and ribs used in the construction of the plane are of durable quality, the wood being selected spruce, while all parts are subjected to pressure tests

before becoming part of the plane, it was stated.

There were three persons, at least, who witnessed the accident.

Charles R. Simpson saw the plane stunting, saw it, wings crumpled, begin its fatal plunge from an altitude of about 2000 feet and heard the crash, hurrying to the place from near the penitentiary. Roy Kuykendall and C. E. Clayberg were on the road, about 400 yards away, and saw the plane fall, reaching the scene before the dust settled.

"The boys had been flying high and I was chatting with the gardner at the state prison and watching the machine," said Mr. Simpson. The pilot had looped the loop and the machine came down in a sort of spiral. Then the pilot leveled off, and I remarked that he was coming out of the spiral pretty fast, when I saw the wings crumple and the machine started straight down in a nose dive. Part of one wing floated off in the air and the propeller began racing, the plane dropping at a terrific speed. I heard the crash very plainly."

Roy Kuykendall was working on C. E. Clayberg's auto, on the highway, and heard the plane, glancing at it occasionally but continuing his work. Then he heard the motor racing and looked up to see the machine falling.

"I knew that a crash was coming for the wings were crumpled and sections were falling through the air, and Mr. Clayberg and I rushed over to the place in the wheatfield."

"We got to the scene before the dust had settled," said Mr. Clayberg. "We could hear the motor racing and the closer the plane came to the ground, the faster the motor seemed to be running. There was a crash, a cloud of dust, and that was all."

The plane came down so hard that the engine was almost buried in the soft ground.

News of the accident came to town in the form of a telephone message for an ambulance, and officers immediately rushed to the spot to take charge. Sheriff McIntroe was one of the first to arrive and he hurried to the nearest telephone at the penitentiary to call for an undertaker's vehicle to take the bodies to town.

According to information given officers by spectators the pilot was looping the loop. Six perfect loops had been made and on the seventh the plane came down in a sort of spiral dive. The pilot straightened out the plane, then the wings folded back. Part of one dropped off. The machine went into a straight nose dive and plunged toward the ground at high speed. In a moment it was over.

Some confusion resulted over mistakes in identity, some of those first on the ground stating that the dead men were Winton Gogins and "Slim" Peterson, and the report that they were the ones spread very rapidly. Later the correct identifications were made.

The machine was manufactured by the Advance Aircraft company of Troy, Ohio, and had been in use at the aircraft school for several months. It had been smashed up somewhat before in minor mishaps, it is stated.

The wreck yesterday smashed nearly every piece of wood in it, ripped linen and machinery, hiding the crushed bodies of the two young men who but a few minutes before had been flying high over the valley.

Souvenir hunters were on the job early and pieces of the linen and wood were gathered up as mementoes of the fatal accident.

As soon as the undertakers arrived, the bodies were taken from the wreckage and brought to town. The scene of the crash had big crowds, people driving out to the place as soon as they had heard of the news.

All who were within reasonable distance and saw the plane begin its fall knew that death was riding in the air because of the manner in which the machine was falling, and the fact that pieces of the wings were separating from the plane and drifting through the air, to the ground. West of the plane, about three or four hundred yards, could be seen the silvery surfaced portion of the wing which had come loose, glinting in the sunlight, and here and there in the green wheat field could be seen pieces of the linen. These however, were mostly picked up as souvenirs.

The motor and other parts of the machinery were brought to town in a truck, and the other portions were burned in the field.

Cassell recently qualified for a limited commercial license and last week with Guy and Floyd Vogel of Prescott bought a new Waco 90 airplane for their own use. The machine was to have been delivered next week before the air derby.

Neither of the young men was married. Cassell's father lives in Caldwell, Idaho, and O'Mara's people in Sumner, Oregon.

Funeral services were held in Walla Walla Sunday, and then their bodies were shipped home. O'Mara was buried at his home Tuesday afternoon at 2 o'clock.

High Grades Are Made By the Pupils Taking State Exams

Athena may be justly proud of the grades made by the pupils of the sixth, seventh and eighth grades in the state examinations which were given last week.

An average of 100 per cent was attained by the pupils of the sixth grade in the Physiology examination. Ralph Singer in the seventh grade missed only three questions out of one hundred in geography, giving him a grade of 97 per cent. The average of the other seven pupils in the class was a fraction over 87 per cent.

Velma Ross stood highest in the eighth grade with an average of 95. Marjorie Montague was second with an average of 94% and Helen Barrett third with an average of 93%. The average of the entire class was 91 per cent.

County Health Drive Closes On May 25th

The Umatilla County Health Association membership drive is now under way and will close May 25.

J. V. Tallman, county chairman is directing the drive, with county directors as follows: Mrs. Homer Watts, Athena; Carl Gilbert, Echo; Mrs. C. S. McNaught, Hermiston; Mrs. Marvin Roy, Pilot Rock; Mrs. Omar Babcock, Indian Agency; L. L. Lieualen, Adams; Lance Kellough, Weston; Robert Brinker, Freewater; Henry Casteel Meacham; and Albert E. Tate, Helix.

Miss Edna Flanagan, county nurse, in her annual report states that during the year through the loan fund the association has aided in buying glasses for eighteen children, it has secured tonsil and adenoid operations for eighteen others and has provided dental care for four. This money has been loaned and paid back as the parents were able, thus allowing the children to have the corrections as needed. The children benefited came from Hermiston, Stanfield, Holdman, Athena, Reith, Pilot Rock, Pendleton, Helix, Riverside, Milton, Ferdale, District 69, Adams and Umapine.

Athena Ball Team Plays Ball Sunday

The Athena base ball team will play here Sunday, meeting the Mission Indians at two thirty o'clock. This promises to be a real game.

The team played Weston last Sunday finishing with the short end of the score. They will meet the Weston aggregation again next week at the Weston picnic. "Pike" Miller who has taken charge of the team up to this date is leaving Saturday for Cheney and Bryce Baker will take his place during the remainder of the season.

Athena Has Largest Elevator In Eastern Oregon

With the addition made to the Farmers Grain Elevator nearing completion, Athena can boast of the largest elevator in the state outside of those located at coast ports.

The addition has a capacity of 165,000 bushels making a total of 290,000 bushels which can be housed in this elevator. Two new market roads are being made and most of the farmers adjacent will bulk their wheat this year insuring a good business for the enlarged enterprise.

Have Dinner Party

Mr. and Mrs. Henry Koepke were hosts at a delightful dinner party Tuesday evening when twenty guests enjoyed their hospitality. A profusion of tulips, iris and other spring blooms adorned the spacious rooms and following dinner bridge was played. The guests were Mr. and Mrs. Crawford, Mr. and Mrs. Cowan, Mr. and Mrs. Krause, Mr. and Mrs. Stevens, Mr. and Mrs. Valere, Mrs. Ralph Glafke of Walla Walla; Mr. and Mrs. Glenn Stater of Pendleton; Mr. and Mrs. Glenn Dudley, Dr. Geyer, and Mr. and Mrs. Ralph McEwen.

Sheepmen Fight Snakes

Yakima, Wash.—Sheep herders on the Slide ranch in the White Swan district counted 1500 dead rattlesnakes after using 40 gallons of gasoline and two boxes of dynamite in a war on extermination. The reptiles had multiplied until it was difficult to find pasture not infested, it was stated. Mark Pendell, forestry supervisor at Fort Simcoe, made a high record of 175 rattlers killed in less than an hour.

Power Off Sunday

Owing to necessary changes in the power line the power will be turned off all day Sunday. The Preston-Shaffer Milling Co. lines are being replaced with new poles, and it is necessary to cut off the electricity to make changes.

Mrs. Fred Pittman who has been ill for the past week is convalescing.

YOUNG MEN AND WOMEN WHO THINK CLEARLY THE GREATEST DEMAND OF AMERICAN BUSINESS

ONLY half a century ago Michael Pupin, a shepherd boy, guarded his flocks by night among the fields of Serbia. Thieves often lurked in the bordering cornfields awaiting an opportunity to make off with a part of the herd. Serbian boys were taught a method of signalling one another for warning and help. Each carried a knife with a long wooden handle which he would thrust deep into the ground and in case cattle thieves approached he would strike the wooden handle. The sound would be transmitted through the ground to other boys some distance away who could hear and interpret the message.



CRAIG B. HAZLEWOOD

"Why is it," Pupin asked his mother, "that we can signal this way? Why is it the sound can be heard through the ground, but not through the air? Why is it the signals can be heard in the pasture land so much better than in the plowed fields?" The boy's mother could not answer his questions, nor could the village teacher. However, having an eager mind and great determination, the boy decided to go to America, where he might win an education and find out the answers to these and other perplexing questions. Hundreds of other boys under the same circumstances and with the same set of conditions merely accepted these things without once questioning them just because they had always done them that way.

The Land of Education and Success

So a penniless immigrant boy from Serbia at the age of fifteen landed in New York in 1874 and, years later, having worked his way through Columbia University, concentrated the wonder and simplicity of his mind upon the problem of sound, which had puzzled him as a shepherd boy. The results of his thinking—that he has accomplished for the long distance telephone and for radio communication by his inventions—are known the world over. "If during the past twenty-two years this company had been compelled to do without one invention of Michael Pupin," an official of the American Telephone and Telegraph Company once said, "and yet give the same service it is giving today it would have had to spend at least \$100,000,000 more than it has expended."

These inventions, in which millions of dollars of capital have been invested, were the result of the thinking of a mere country lad who had the simplicity to wonder, the determination to know and the power to apply what he learned.

Stimulating the imagination and thinking is the greatest purpose of education. What American business needs more than anything else is young men and women to think—individuals who are not mentally anchored to tradition, who do not merely appropriate other people's ideas, but who are hard, purposeful thinkers, independent and unprejudiced, with the ability to concentrate and strike straight for the heart of a problem.

Business Needs Folk Who Think

America has astounded the world by its readiness in casting aside traditional viewpoints, disregarding traditional difficulties and pioneering new shortcut formulas in the realm of business. Business is undergoing epochal changes.

Business problems are crowding in upon us so rapidly that the executive knows not where to look for adequate help or relief. With the enormous increase in size and intricacy of business affairs the problems have become so complicated and the mass of information necessary to their solution so great that the "days are not long enough." The demand for managerial and executive ability is rushing ahead—the opportunity for young men and women who have the professional training and who develop genuine thinking power is greater than ever.

All business feels the same crying need for the men who see clearly and think conclusively. Wherever we look—manufacturing, wholesaling, retailing, banking, financing—new forces are at work. Vast movements are under way and executives are seeking light upon perplexing problems daily.

Let us consider briefly the five essentials of a sound thinker. If I were looking for a young man of exceptional promise I should hope, first, to find in him the simplicity to wonder. Every great advancement in business has been made by men who dared to wonder, who had the courage to inquire into present procedure and who had the audacity to ask whether something that had been done a certain way for a long time might not be wrong. Although the history of America's progress from its very discovery to the present time has shown the value of an inquiring mind, there is still an inevitable tendency in most men to accept in a docile manner the opinions, methods, supposed facts, procedures and processes of the past. With due reverence to the effort, the spirit, the accomplishments of the past, let us make it our rule that everything be looked at with the clear, questioning mind of the scientist.

The Time for Action

Fifth among the essentials of sound thinking is the power to apply. A few individuals have minds that travel at random or in circles. Some have minds that even refuse to budge. But there are still others who naturally or through training have minds that can be directed straight through to the practical application of their thoughts. They refuse to compromise or to be thwarted in purpose before definite application of their ideas has been achieved.

It is possible, I believe, for young people to train themselves to an inquisitive attitude, an open mind and the ability to classify and interpret material step by step from the beginning of a problem to its final solution and application. Here, then, is the thought I would leave—the paramount need of business is sound thinking. Some may think I have overstated the case, have set too high a standard. They may feel that they are merely cogs in a machine. That, too, is a part of the problem. The only way to solve that is to find time and place in the day's work for thinking.

SCHOOL SAVINGS BANK—MOVEMENT REACHES IMPRESSIVE PROPORTIONS

Almost 14,000 of America's schools now have school savings banking plans in operation, and about four million pupils are learning systematic savings through this type of thrift, with deposits in excess of \$26,000,000, recent reports of the American Bankers Association's Savings Bank Division show. The schools included in the reports are attended by 4,609,825 pupils, of whom 2,930,237 are participants in the school savings banking plans as depositors. During the year these pupils received interest in the amount of \$947,610 on their deposits.

The reports gathered by the association also show that there are 35 cities in the United States in which a full 100 per cent of the grammar school enrollment is participating in school savings banking. The figures covering high schools show that in 47 cities 100 per cent of the attendance in this class are school savors.

"West Wind," Ford Tri-Motored Plane Will Be Entered At the Derby

Walla Walla.—Seventeen planes have already been entered for the second Walla Walla air derby which will be held today, Saturday and Sunday according to Art C. Thomas, president of the Walla Walla Airport association. Prominent among the entries so far, which already exceed those registered for the first derby held here last year are, five from the Mamer Flying Service at Spokane and five ships of the 321st Observation Squadron at Pearson field, Vancouver, Wash., Lt. Carlton F. Bond will lead this fleet of five into Walla Walla. Nick Mamer will head his delegation of ships.

Chief entry so far is the Ford tri-motored all metal "West Wind", powered with three 325 horsepower Wright Cyclone motors. Nick Mamer will pilot this ship.

The four other Mamer entries with their pilots are the Buhl sesquiplane which Mamer flew in the 1928 national air races, Newton Wakefield, general manager of the Mamer service; the Curtis Robin, Lt. Jack Rose or Ralph Daniel; a Waco 10-H and an International.

The 321st Observation Squadron will send a Douglas and a DeHavilland observation plane and three primary training planes.

Two entries of the MacKenzie-Morrow Aviation company of Portland will be American Eagle planes. Lt. Al Davis, who won one of the OX5 races at the first derby last year, will fly one of these ships. Jiggs Derman of Portland has entered another American Eagle with Elbert E. Parmenter of the Parmenter Flying Service, Corvallis, Ore., also flying an American Eagle ship.

W. O. Wilkstrom as pilot of that name from Yakima will fly a Monocoupe, one of the smallest planes to be entered in this year's derby. The Hobi Airways of Eugene, Ore., has entered a Travelair, 6-place cabin plane which will be piloted by E. C. McLeod. This ship is a replica of the one Col. Charles Lindbergh recently flew to Mexico City.

Several parachute jumpers have already entered for this contest which will be held daily. These include Sky High Thompson, C. O. Kinsey of Freewater, Ore., and Al Brown of Seattle. Other entries are expected. All these men will jump each day from 2,000 feet attempting to land on a mark on the airport. The one averaging closest for the three days trails will receive the grand prize.

Tuesday, May 21st, a plane of Hobbs & Ray, Walla Walla, flew over seven cities and dropped approximately 2,000 handbills advertising the derby on each city. Included in the 2,000 were 50 bills which will admit the holders to the air derby and dedication one day.

The cities that were bombed were Dayton, Watsburg, Milton, Freewater, Pendleton, Athena and Weston.

Athena Bridge Club

Mrs. H. A. Barrett entertained the Athena Bridge club Friday afternoon at her home on Fifth street. The attractive rooms were decorated with beautiful tulips and iris. Additional guests sufficient for five tables were bidden and included Mrs. Max Hopper, Mrs. Alex McIntyre, Mrs. E. C. Prestby, Mrs. F. C. Gurney, Mrs. Fred Pinkerton, Mrs. J. H. Cresswell, Mrs. Bryce Baker, Mrs. Arthur Douglas, Mrs. A. A. Kimball, Miss Hilda Dickenson and Mrs. E. E. Goff of Newberg. Mrs. W. P. Littlejohn won high club score and Mrs. Hopper the guest prize. Mrs. F. S. LeGrow receiving the consolation. A delicious salad and dainty ices were served by the hostess following the play.

Entertain Mrs. C. H. Smith

Mrs. C. H. Smith has been an interesting guest from Portland this week. Several informal affairs have been arranged for her pleasure. Mrs. H. I. Watts invited guests sufficient for two tables of contract bridge Monday afternoon. A small group of intimate friends were entertained in honor of Mrs. Smith at the McEwen home Monday evening. Mrs. F. S. LeGrow was a hostess in honor of the popular guest, Tuesday afternoon and Mrs. M. L. Watts entertained for her Tuesday evening.

3 o' 4 Bridge Club

The 3 o' 4 Bridge club met at the home of Mrs. E. C. Prestby Thursday afternoon. Mrs. Velton Read, Miss Hilda Dickenson and Mrs. Bryce Baker were guests. Mrs. Baker receiving the guest prize. Mrs. Ravella Lieualen won high club score and Mrs. Max Hopper received the consolation.

Court Refuses to Act

Washington.—The United States supreme court Monday refused to pass on the right of the Oregon Exploration company to follow an ore vein beneath the surface of a tract in Douglas county, Oregon, patented under the timber and stone act to J. E. Reeves and others.

3000 ACRES OF BEANS ARE SOWN

Bean Planting Completed In Athena Neighborhood This Week.

Sowing of three thousand acres of beans in the Athena vicinity, under the supervision of Marion Hansell, was completed this week. The first planting is ready for cultivation which will be commenced as soon as their implements are assembled.

An equal number of acres is being planted to beans in the Weston neighborhood is under the supervision of C. E. Fiske.

E. C. Sloan of the Washington and Idaho Seed Company has arranged for the seeding of two carloads of seed peas in the foothill district, on the ranches of Frye brothers, Barney Foster, Will Kirk and others.

It is the expectation that the yield will be forty bushels per acre. The peas and beans will be harvested in August and early September, and the same land sown to fall wheat.

An experiment made last year showed that on two pieces of land lying adjacent, the one sown to beans or peas and later seeded to wheat, produced a splendid crop; while the wheat sown on the field that was summer fallowed was not able to withstand the rigors of winter and froze out.

The theory is that the bean and pea seeds, being inoculated with bacteria, instill nitrogen in the soil, which makes for safer and heavier production of wheat.

Administration Suggests Commission Take Action

Washington.—The interstate commerce commission Tuesday authorized eastern and western railroads to reduce freight rates on export wheat and wheat flour.

Application for the reduced rates recently was made by the railroads at the suggestion of the administration to aid farmers in disposing of the present surplus crop before the new crop is harvested.

Permission already has been granted to reduce rates on wheat from Buffalo to north Atlantic ports.

In line with the action of the railroads, the Mississippi-Warrior service Tuesday applied to the interstate commerce commission for permission to put in force temporarily rail-barge rates on wheat and flour which would give a reduction corresponding to that granted the railroads.

Railroads Fight Lower Rates From Middle West

New York.—Hearings on allegations by eastern railroads that livestock rates from the middle west to the east as fixed by the interstate commerce commission in July, 1928, were confiscatory and improper were reopened Tuesday before Chester E. Stiles and A. S. Parker, examiners for the commission.

The railroads contend that the reduction in the basic rates from 56 1/2 to 50 cents a hundred pounds from Chicago to New York was a violation of their rights. This rate, together with corresponding reductions from other points in the west and middle west went into effect on November 1, 1928, despite efforts of the railroads to secure a federal court injunction.

Forty Graduate At Mac-Hi

Presentation of diplomas to a class of forty marked the close of the school year at McLoughlin Union High school last Thursday evening. C. A. Howard, State Superintendent of Schools delivered the Commencement address. Ray Hewitt was salutatorian and Harvey Anderson delivered the Valedictory address. This is the smallest class graduated from the school for a number of years. Other numbers on the program were a group of songs by the Girls' Glee club, a solo by Hyacintha Hansen and presentation of awards and honors.

Miss Hodgen Here

Miss Phyllis Hodgen is being welcomed by her many friends here. Miss Hodgen arrived Tuesday morning from Redlands, California, where she now resides with her mother. She will make an extended visit with friends and relatives in Oregon.

Has Narrow Escape

George Lambden of Nine Mile was in Athena Tuesday. In negotiating the Butler grade en route here the car left the road, and going over a steep bank turned over nine times before coming to a stand still. Neither of the two occupants of the car nor the car were seriously injured, though all were badly bruised and shaken.