

**IONE NEWS**

**Fire at Howk House Quickly Subdued**

By MARGARET BLAKE  
Mrs. Jennie McMurray and her nephew, David Howe, departed on Monday night for Caldwell, Idaho, where they will visit with David's sister, Mrs. Vera Pugsley. From there David will continue on to his home in Iowa.

W. F. Honey and grandson, Mark Nickerson, of Gresham arrived on Friday and are registered at the Park hotel.

Mrs. Della Mobley is quite ill at the home of Mr. and Mrs. J. H. Bryson. A doctor was called from Heppner to attend her.

Ed Engelmann of Fossil was over Friday, returning to his home Saturday.

George Tucker, superintendent of the school here last year, was in town Sunday enroute to Lander, Wyoming, where he will join his family. Mr. Tucker has accepted a position as superintendent at Odesa, Wash.

Mr. and Mrs. W. J. Blake are among those who are enjoying a huckleberry hunt in the mountains.

Mr. and Mrs. Paul G. Balsiger enjoyed a week-end visit with Mr. Balsiger's brothers at Hood River and White Salmon.

Mrs. Gene Glock and two children of Vancouver, Wash., arrived Sunday for a visit with the Rietmann families.

Maude Pointer was a business visitor here from Lexington Monday.

Fire of undetermined origin was discovered in the upper story of the house belonging to Mr. and Mrs. Joe Howk last Friday evening. While the damage from fire was not great owing to the quick action of the volunteer fire department kept it confined to the upper story, water poured into the lower rooms causing considerable damage. The loss was covered by insurance and immediate adjustment made by the company who carried it. Mr. and Mrs. Howk who live in Condon were over Sunday and plan to have the damage repaired as soon as possible.

Dr. and Mrs. R. L. Kincaid of Crowell, Texas, have been visiting at the home of Mr. and Mrs. J. O. Kincaid. The men are cousins. Dr. and Mrs. Kincaid departed Monday.

Mrs. J. E. Crabtree of Salem is assisting at the home of W. A. Emert during the remainder of harvest. Mrs. Emert is confined to her bed with a trouble caused from an injury to her leg in an automobile accident some years ago.

Mr. and Mrs. D. Emert and Mrs. Blanche Willis and daughter of Portland and Clarence Emert of California have been visitors at the W. A. Emert home during the past week. Mr. and Mrs. Alfred Odom and

Mrs. Paul O'Meara spent a short time in Spokane last week.

Miss Lola Cannon was a visitor here from Hardman the first of the week.

Mr. and Mrs. Louis Bergevin have had as their guests recently Mrs. E. A. Johnson and daughter Shirley of Seattle, Mrs. Mike Estes of Pendleton and Mrs. Lester LaFortune and daughter Jean of Hollywood.

**678 Lightning Fires Record for Forest**

Lightning bombardment of what is believed unprecedented intensity in the history of the national forests of Oregon and Washington characterized the last ten days of July and ushered in the most critical period of the forest fire season to date, according to reports just received by the U. S. Forest service.

Of a total of 698 fires reported for the 10-day period, the amazing number of 678 were caused by lightning. For the corresponding period in 1936 only 121 lightning fires occurred. Total lightning fires for the present fire season are now 836 as compared with 263 for the season a year ago. Only two of the twenty forests in the region escaped unscathed from the lightning attack, these being the Olympic forest in Washington and the Siuslaw forest in Oregon. Heaviest sufferers in the two states were the Whitman national forest (headquarters Baker, Oregon) with 77 lightning fires in the 10 days, and the Fremont (headquarters Lakeview, Oregon) where 74 lightning fires occurred. Other heavy lightning sufferers were the Umpqua national forest (Oregon) with 70 fires, the Malheur national forest (Oregon) with 61 fires, the Umatilla forest of Oregon and Washington (headquarters Pendleton) with 57 lightning fires, and the Columbia national forest (headquarters Vancouver, Washington) with 55 lightning fires.

Effects of these lightning "hits" have in some instances been difficult to locate and the results, slow smoldering undiscovered "sleeper fires," have placed many of the forests in precarious condition.

Other fire causes listed on the ten day report were careless smokers, campers, lumbering operations, railroads, and brush burners in the order named. Total area burned to August 1, including land inside national forest boundaries and outside land protected by the forest service was 3,016 acres as compared with 1,210 acres for the corresponding period in 1936.

The forest service now is fighting a stubborn blaze resulting from lightning in the hard bitten 1902 Cispus burn area near Randle, Wn., between Mt. Adams and Mt. Rainier. The fire which had covered some

1,500 acres, by report of August 5, was considered a particularly unfortunate one since it was destroying 3-year-old second growth on this old burn that has been difficult to re-forest.

**"COLLEGE WHEATS" REPLACE OTHERS**

The extent to which the so-called "college wheats" have replaced older varieties in major wheat growing sections of Oregon was apparent to any trained observers who traveled the Old Oregon Trail highway this year. From the top of Emigrant hill east of Pendleton, many thousands of acres of grain are visible. From that vantage point, before harvest, only three fields could be seen that did not have the brown chaff indicative of either Federation or Rex wheat. Federation was introduced from Australia by the Moro branch experiment station, while Rex wheat was actually bred and developed there.

G. T. Want Ads bring results.

**Oregon Traffic Deaths**

A series of weekly articles on the problem of Highway Safety by Earl Snell, Secretary of State.

Speed—and especially uncontrolled speed—is responsible for a considerable percentage of the accidents on our streets and highways. Just how deadly this speed becomes when an accident occurs is shown by some recent figures from the National Safety council.

At twenty miles or less per hour, only one accident in 61 is fatal; at 20 to 21 miles per hour, one out of every 42; from 30 to 39 miles per hour, one out of 35, 40 to 49, one out of 25; and at speeds of 50 miles or more per hour, one accident in 11 results in death. High speed and the grim reaper keep constant company.

Every motorist must to some extent settle for himself the question of how fast is too fast. Many factors combine to make the answer vary

with varying conditions. Many cars are operated today at a speed that is dangerous and reckless under even the most favorable conditions. The type of road, visibility, weather, condition of the car, ability of the operator, all enter this picture.

But the fact that such a great percentage of the fatal accidents occur on straight, dry roads, constitutes indisputable proof that reckless speed is contributing an excessive total to the state's fatality list. Keep your car under control and help eliminate Oregon's traffic deaths.

**IN ROUNDING TURNS**

An interesting lesson can be learned from the technique of professional racing drivers who, instead of keeping at full speed until they are well into the turn and then putting on the brakes, apply their brakes when approaching the turn, enter it at reduced speed and then accelerate as they come out again on the straightaway, notes the Oregon State Motor association.

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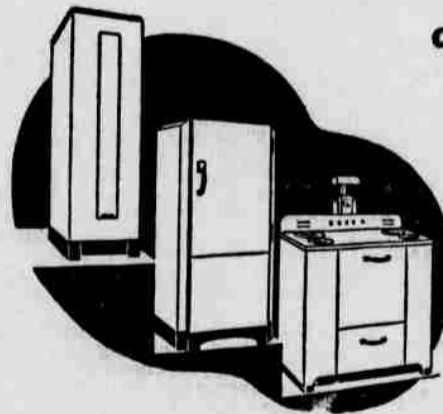


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