

IONE NEWS

Miss Mankin Leaves For New York Fair

By KATHERINE GRIFFITH
Miss Betty Jean Mankin departed Friday for Pendleton where she joined her grandmother, Mrs. Dwight Misner. They left immediately on the train for New York where they will attend the world's fair. On their return trip they will visit in Michigan with relatives and Mrs. Misner will buy a new pick-up in which they will drive back.

Miss Dorothy Jean Couch of Eugene who has been a guest of her aunt, Mrs. Elmer Griffith, for the past month, departed on Thursday night's train for Post Falls, Idaho, where she will visit her grandmother, Mrs. Mary Cunningham.

Guests at the E. R. Lundell home on Sunday were Mr. and Mrs. Alcott Lundell and Wallace, Mr. and Mrs. O. E. Lindstrom, Mr. and Mrs. Oscar Lundell and Dale, Mr. and Mrs. Frank Lundell and Mr. and Mrs. Emil Swanson, who came to visit their cousins, Mr. and Mrs. Albert Peterson of Lindsberg, Kansas. Mr. and Mrs. Peterson left Monday for their home. They had been on an extended trip through California and the fair and had gone as far south as Tijuana, Mexico.

Past Noble Grand club will meet at the home of Mrs. C. W. Swanson on July 28.

Mr. and Mrs. Frank Mason have named their baby daughter Margaret Ann.

Mrs. Minnie Forbes is employed at the Berl Akers home in Gooseberry.

Miss Anna Marie Johnson of Heppner is visiting at the home of her cousin, Miss Jane Fitzpatrick.

Mrs. H. B. Olson and two little sons of Winnepeg were guests at the home of her mother, Mrs. Clara Newlin, over the week end. They left Tuesday for Seattle.

Alan Howk who has been visiting at the Elmer Griffith home and the P. J. Linn home, left on Saturday night's train for his home in Condon.

The Ione library placed two hundred and fifty new state library books on the shelves Monday.

Dr. and Mrs. A. A. Croissant were visiting old friends in Ione Thursday. Dr. Croissant was a teacher here many years ago. He and his wife have both completed medical courses and were looking for a location for their practice.

The Women's Topic club met at the home of Mrs. Bert Mason Friday afternoon. Miss Emmer Maynard, Mrs. Lana Padberg and Mrs. Elmer Griffith were the other hostesses. The book, "Queen Elizabeth" by Anthony, was reviewed. Mrs. Mason resigned from the library board and Mrs. M. E. Cotter was elected to fill the vacancy. Guests present were: Mrs. Albert Lindstrom, Mrs. J. H. Bryson, Mrs. Huston Bryson and Mrs. Martha Knight. Members in attendance were Mrs. Omar Rietmann, Mrs. Milton Morgan, Mrs. E. M. Baker, Mrs. Carl Feldman, Mrs. Earl Blake, Mrs. L. E. Dick, Mrs. D. M. Ward, Mrs. Sara McNamer, Mrs. C. W. Swanson, Mrs. E. R. Lundell, Mrs. M. E. Cotter and Mrs. Dorr Mason. The social meeting will be held at the home of Mrs. Elmer Griffith in Morgan Saturday afternoon, July 22.

Mrs. Franklin Ely of Morgan has been suffering from an infected tooth and had to go to see a physician in Heppner.

Dust blows have started on some of the land struck by the hail storm and are being worked. Harvest was stopped several times during the week on some ranches because of the wind and dust.

Friends will be interested to know that Miss Mildred Finnel, daughter of Dr. and Mrs. Frank Finnel of Portland, was united in marriage to Mr. David Stanburrough Montgomery at 4 o'clock Saturday afternoon in Portland. The Finnels have been guests at the E. C. Heliker home many times. Mr. and Mrs. Norton Lundell stopped in Ione at the E. R. Lundell home on their way home from the wedding.

Clyde Overby, assistant supervisor of the Umatilla National forest from Pendleton, was making a visit to the local district Saturday.

HOW GRIM REAPER TOOK TOLL IN FIRST SIX MONTHS' TRAFFIC TOLD

Shortly after noon on January 1st, 1939, a car went out of control, skidded and swung broadside into the front of an oncoming car. When the wreckage was cleared away one person was dead, others were injured and the Grim Reaper ran an approving thumb over the edge of his scythe, newly sharpened after the busy harvest of the year before which he completed at 6 p. m., December 31st.

A survey of Oregon's traffic fatalities during the subsequent six months reveals an imposing record of unnecessary tragedy, Earl Snell, secretary of state, said today, as he issued an appeal to motorists to heed the warning contained in the accidents of this period and drive in such a manner as to prevent a continuance of this traffic toll.

Cars which overturned and sent their passengers hurtling through the air frequently contributed to the traffic death harvest during the first six months of 1939. In one case a car occupied by three men started around a logging truck, found the passage not clear, and swung back, but there was not quite enough room and the car struck the logs and slithered across the road into a ditch where it overturned. One man was tossed 52 feet and killed instantly, another was thrown 67 feet and died shortly afterward. The third man went hurtling through space a distance of 77 feet, but escaped with serious injuries.

In a straight gravel road, too much speed threw a car into a skid and then into a roll. On the first turn, the driver was pitched out of the car and landed in front of it just in time to be caught by the second roll. The left rear wheel, stripped of its tire, struck the victim's head, killing him instantly. On another stretch of straight road, this time a hard-surfaced highway, an inexperienced driver sought to pass a car, hit a shoulder and skidded off the road into a ditch where the car turned over and tossed a passenger 50 feet into a wheat field. He died of a broken neck.

Another rolling car shot its driver out into the air and across a ditch where he struck a fence post, bounced off into a telephone pole and then landed in a field, lifeless. Two other cars collided head-on, two passengers were thrown 25 and 60 feet respectively and both were killed. A car which swerved to the left to pass a car stalled on the highway, was forced to cut back in to avoid hitting another car parked on the left side of the road, side-swiped the stalled car and rolled over twice, throwing the driver to his death. In another accident, a car was following two other autos and attempted to go around. Just as the driver pulled out to the left, the car in front of him also pulled out to pass, forcing the rear machine over onto the left shoulder. Here the brakes grabbed and threw the machine into a roll. It turned over three times, tossed the driver out on the second roll and caught up with him on the third, crushing his skull.

By lurking around curves, the Reaper found frequent use for his scythe during this period. One car failed to hold a curve and swerved out onto the soft shoulder on the outside, followed it for a while and then tore into a fence, ripping up the boards for a distance of 125 feet. One of the fence boards pierced the floor of the car and killed a passenger in the front seat. Another car encountered ice on a curve and went into a skid which took it over a grade. The machine turned over, threw a woman out and crushed her as it rolled over. A man also was tossed out and pinned down by the car as it finally stopped. He was released after some time and recovered.

Starting around a curve, a driver saw a motorcycle with two riders, roaring down the road in his direction. Seeing that it probably would be unable to make the curve, the driver turned off the surface of the road to his right and got as far out on the shoulder as he dared. Even then, the motorcycle struck the car, dashed its riders to the pavement and killed one of them.

Still another car hit a curve too fast, skidded and turned over, bowling one of its passengers over a fence and into a tree, killing him instantly. The other passenger, a woman, was thrown out of the car and landed on the hard surfaced road where she was killed. Meeting a car on a curve proved bad for another car which went off the shoulder, cut down a telephone pole, smashed through a fence and dove ten feet into an old railroad cut. One passenger was killed.

If you suspect the road is too narrow to provide sufficient clearance in meeting a truck, it would be better to pull out of the road and wait, advises Mr. Snell. A car didn't do that, however, and as it started past a truck it struck the rear view mirror, then glanced into the blade of a huge bulldozer loaded on the truck. The heavy steel blade sliced off the top of the car and killed three passengers.

One motorcyclist was arrested for going through a stop street and for speeding. He was released, but police retained his machine and his keys. However, he got another key, somehow regained his motorcycle and shortly afterward roared past the patrolmen who had previously arrested him. They again gave chase, followed him with their speedometer registering 87 miles an hour, and saw him plough into the side of a big sawdust truck. Instead of paying a fine he paid with his life.

Three men went for a walk one night, but they walked abreast and on the right side of the highway, which, for pedestrians, is the wrong side. A car coming from behind them was confused by the lights of an oncoming car, struck the two inside men, killing one and seriously injuring the other. Another pedestrian, an elderly man who didn't see well, was in the habit of waiting on the edge of the pavement, listening for cars. If he heard none, he ventured out to the center line where he again stopped to listen before proceeding. The last time he did this, a car he didn't hear proved the fallacy of that system.

Pedestrians suffered from the carelessness of drivers too. One was killed when he was hit by a truck which was being backed around a parked car to reach a vacant spot by the curb. The truck driver had been warned against this practice before when an officer saw him thus backing and told him he would have an accident some day. When one woman's house caught fire, she ran out

into the street to summon aid and was struck down by a car. Another man started to run across a super-highway, was knocked down by one car and run over by a second. A small boy who was chasing a ball across a street was hit by a car, tossed into the air and struck again when he came down.

A farmer who found a tree across a country road with a car blocked by the obstruction, saw two men inside, apparently asleep. Unable to awaken them, he summoned help and discovered one of them was dead. The motor was running and the lights were on, and the investigating officer noticed the exhaust pipe was choked with mud. Carbon monoxide gas had ended the man's sleep.

The year has had its freak accident, too. A small boy playing with a length of wire, looped one end around his waist and was tralling the rest behind him. A passing truck caught the loose end and dragged the boy to his death.

"These few examples, taken at random from the 135 traffic fatalities reported to the secretary of state's office during the first six months of 1939, serve to remind us that tragedy may suddenly visit commonplace situations," Snell said. "The simple act of turning out to pass another car may lead to violent death if proper care is not exercised. The turn of the wheel to avoid an object, if carelessly done, may throw the car into a fatal skid or the mere act of walking across the road to post a letter may end in disaster.

"It is not necessarily the unusual situation which causes accidents; it is more often the ordinary occurrence which is not met in a cautious sensible manner that contributes to

the traffic death toll on the highways and streets of the state."

Egg Menu Winners Announced for State

Oregon State College—Five Oregon women who submitted the best menus for using eggs in preparing balanced, attractive, and economical meals, have been declared state champions and their menus have been submitted in the national competition for a \$1000 grand prize to be awarded at the World Poultry congress in Cleveland late in July. The five winners follow:

Mrs. Golden Weber, Route 2, Troutdale, \$30; Mrs. L. Lassater, Philomath, \$25; Miss Susan E. Wells, Toledo, \$20; Miss Dorothy Richards, Oregon City, \$15; Mrs. R. A. Mordey, Portland, \$10. Some of the Oregon women may also receive free trips to the poultry congress in case they are among 20 from the entire United States who will be selected to go to Cleveland to demonstrate their winning menus.

The Oregon branch of this national contest was sponsored jointly by the Oregon World Poultry congress committee and the Pacific Cooperative Poultry Producers, each of which put up \$50 in prize money. Judges of the contest were Miss Lucy A. Case, O. S. C. extension specialist in nutrition, chairman; Nancy Morris, home economics editor of the Oregonian; Frances Clinton, home demonstration agent of Umatilla county; and Helen Cowgill, assistant state leader of 4-H club work. The cash awards have been made by Fred Cockell, state chairman of the poultry congress committee.

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