

SANDI DAVIS SELECTED QUEEN OF RIVERSIDE SENIOR PROM

By MARY LEE MARLOW

Sandi Davis, Riverside high school senior, was crowned queen of the senior prom Saturday night at the affair in the school gymnasium. Her escort was Robert Obermeier. Princesses and escorts were Shirley Earwood and Dennis Mills, Carolyn Baker and Dean King, Linda Warner and Rodney Flug, Linda Christiansen and Larry West, Joanne Franke and Eddie Boothman, Colleen Anderson and Tim Brimmer. Keith Gronquist crowned the queen.

Theme of the prom was "Evening in Paris." The gymnasium was effectively decorated to resemble a sidewalk cafe in Paris, with mock brick walls with awnings reaching out over the tables. Vases of apple blossoms were used, and the ceiling was made of red, blue and white streamers. An Eiffel Tower stood in one end of the room.

Earlier in the evening a banquet was held in the school cafeteria with the juniors and seniors attending. Robert Van Houtte, county school superintendent, Heppner, was a special guest. Other guests were the faculty and their families, and the school board members and their wives. The program included two vocal solos by Mrs. Wayne Kuhn, "Up A Lazy River" and "Time After Time."

The Riverside FFA class took

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second place as a team in the skills contest of the Blue Mountain District at Milton-Freewater Saturday. Individual winners were: farm buildings, Jim Hoffman, first; soil and water management, Larry West, first; Agr. I wood work, Leonard Bedord, first; Agr. I, tool identification, Leonard Bedord, third; Agr. I arc welding, Ted Hoffman, second. Other members of the team were Jim Miller, Bill Getz, Robert Obermeier and Kent Boothman.

Mrs. Clyde Tannehill was hostess for the meeting of the Home Economics Club of Greenfield Grange at her home Wednesday afternoon of last week, with Mrs. Cecil Hamilton as co-hostess. Mrs. Rollin Bishop and Mrs. Bernard Donovan were guests.

The following were appointed to be in charge of the dinner for the meeting of Pomona Grange which will be here at the hall April 29; Mrs. Myron Watts, Mrs. Andrew Skiles, Mrs. Russell Miller, Mrs. Elvin Ely, Mrs. Ronald Black, Mrs. Florence Root and Mrs. Arthur Allen. Plans were also discussed for the dinner which the club will be in charge of for the convention of the Blue Mountain District of Garden Clubs to be held at the grange hall April 25.

Mrs. Don Downey was hostess for the Boardman Tillicum club at her home Tuesday night of last week. Guests were Mrs. Ed Boothman and Mrs. Leonard Bedord.

The club voted to participate in the "Conquering Uterine Cancer" project which the General Federation of Womens Clubs is stressing.

A report was made on the Easter Egg hunt, and plans were made for attending the convention of the Oregon Federation of Womens Clubs in Pendleton May 8 and 9. The club voted to buy two

community concert student tickets. The next meeting will be at the home of Mrs. LaVerne Partlow, April 25.

Greenfield Grange met at the hall Thursday of last week, starting with potluck supper at 6:30. Hosts were Mr. and Mrs. Clyde Tannehill and Mr. and Mrs. Cecil Hamilton.

Martin Zimmerman, Yamhill, extension agent at large, was a guest. Joe Hay, county extension agent, Heppner, showed a film on landscaping.

Mrs. Frank Marlow was honored on the occasion of her birthday Sunday when a group of friends called at her home for a party during the afternoon. Present were Mrs. Nathan Thorpe, Mrs. Claud Coats, Mrs. Zearl Gillespie, Mrs. Florence Root, Mrs. Cecil Hamilton and Mrs. Louise Earwood.

Mr. and Mrs. Bob Ennis and three daughters of Tacoma, Wash. were week end visitors at the home of Mr. and Mrs. George Sicard.

Mr. and Mrs. Charles Anderson, accompanied by Mrs. Anderson's mother, Mrs. Barbara Snell of Sacramento, Calif., are vacationing at their beach

home at Long Beach, Wash. Mr. and Mrs. Ralph Skoubo and sons Dick and Bobbie went to Kennewick, Wash. Sunday to visit at the home of Mrs. Skoubo's brother-in-law and sister, Mr. and Mrs. A. E. McDuffee, Jr.

Week end visitors at the home of Mrs. Glen Carpenter were her sister, Mrs. Esther Emmons and daughter-in-law, Mrs. Ormand Emmons and children Sherry, Elmer, Judy and Ronnie of LaGrande. Sunday visitors were Mrs. Carpenter's cousins, Mr. and Mrs. Duane Ault and four children of Grandview, Wash.

Mr. and Mrs. Paul Smith of Union visited at the home of their son-in-law and daughter, Mr. and Mrs. Nathan Thorpe, Sunday and Monday.

Mrs. Norma Scott of Vancouver, Wash. was a recent visitor at the home of her brother-in-law and sister, Mr. and Mrs. Ernest Obermeier.

Mrs. Lowell Shattuck has been in Portland the past two weeks where she received medical treatment.

Mr. and Mrs. R. J. Cavens of Vancouver, Wash. visited two days last week at the home of Mr. and Mrs. G. C. Deits.

Mrs. Verna Sanders of Portland is a new employe at Mrs. Glen Carpenter's motel.

The children of Mr. and Mrs. Bob Sicard, Roberts, 4, and Kenneth, nine months, were in St. Anthony's hospital three days last week, suffering with pneumonia. Mrs. Sicard has received word that her brother, Robert Wood, is seriously ill in the veteran's hospital in Seattle after lung surgery, April 11.

The condition of Jack Flug, school superintendent, who has been critically ill in the Good Shepherd hospital in Hermiston the past three weeks, is unchanged. He is not allowed visitors.

Norman Nelson has returned home from the Emanuel Hospital in Portland.

Mr. and Mrs. Walter Hayes went to Portland Wednesday of last week. Mrs. Hayes remained there until Saturday at the home of her son-in-law and daughter, Mr. and Mrs. John Balduino.

Visitors at the home of Mr. and Mrs. Frank Marlow one day last week were their son Darrell, and Marlow's brother-in-law and sister, Mr. and Mrs. Harry Shipp of Pendleton.

The first president to be married in office was John Tyler. He married Julia Gardiner in 1844, two years after his first wife died.

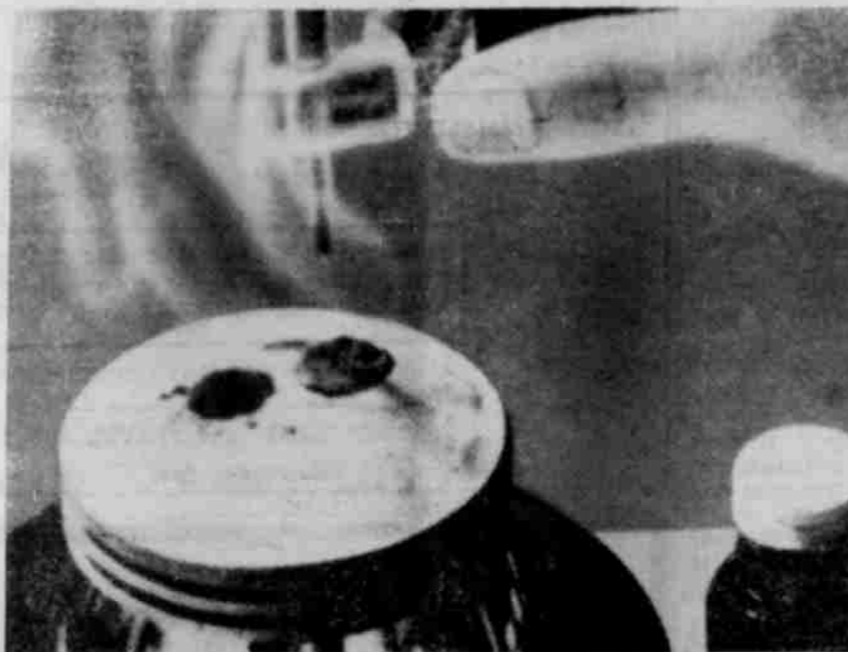
Janice Driscoll daughter of Mr. and Mrs. James Driscoll, was a week end guest of her parents. She is employed in Pendleton.

Mr. and Mrs. E. J. Brugger, Mills Valley, California, were guests last week of Mr. and Mrs. Frank Hamlin. The Bruggers were on their way to Canada on vacation.

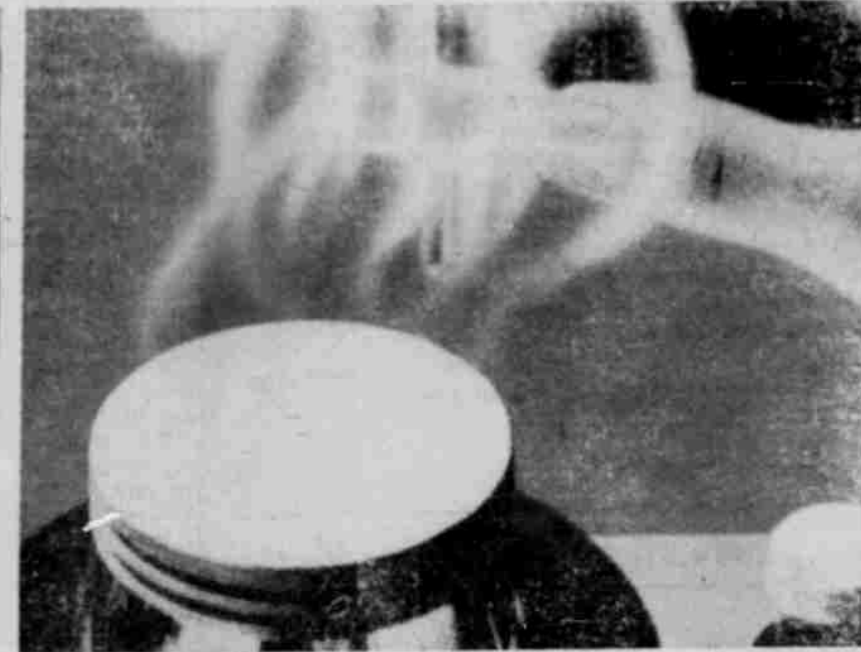
Mr. and Mrs. Harry Bongers and family, who recently moved to Prineville, were here over the week end visiting at the Phil Blakney home. Bongers is former manager of Pioneer Memorial hospital.

Mrs. Joseph Hartle returned Friday night from a visit to Canada.

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on left shows, this oil leaves a deposit of additive ash. When the test is repeated, as at right, with Shell X-100 Premium, all the oil vaporizes. It leaves no additive ash.

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New Shell X-100 Premium is a genuine breakthrough because it is the only motor oil available that helps protect your car simultaneously against these five internal troubles that can shorten engine life.

Trouble #1—additive ash
 Up to now, even the best premium motor oils were powerless to guard against additive ash—because they actually created it. While endeavoring to keep your crankcase shipshape, some of the ingredients in these oils contributed to the hard crust of ash inside your combustion chamber. All other premium motor oils still have the same snag. The trouble stems from the metallic additives used to prevent scuffing, dirt deposits, oxidation and so forth. These additives do what's expected of them, but with each stroke of the piston, they can leave a tiny amount of metallic salts in the combustion chamber where they burn and form additive ash. This crusty ash, when allowed

to build up, can affect your car's performance—can make it knock and run roughly.

New Shell X-100 Premium doesn't add to this problem—because it doesn't contain a single metallic additive.

Trouble #2—crankcase dirt
 All engines accumulate crankcase dirt no matter how well they are protected by filters. The problem is to stop this dirt from getting together and forming sticky sludge which can clog your engine. Most premium oils use a detergent additive to do the job. And they perform well. But, like other additives, most detergents are metallic and cause that old devil—ash. Shell's solution is to replace detergent with a remarkable new ingredient known as a dispersant, called Alkadine.[®] The Alkadine in new Shell X-100 Premium helps keep your engine clean by holding dirt particles apart. Thus they don't form sticky sludge. Some particles can be trapped by the oil filter; most are drained out when you change your oil.

Oddly enough, nobody yet knows exactly how Alkadine works. But the proof of the pudding is in the testing. After 1,200,000 miles of city driving, engines of test cars lubricated with Shell X-100 Premium showed so little sludge that it could hardly be measured.

Trouble #3 —temperature changes
 Many motor oils tend to become too thick when cold and too thin when hot. New Shell X-100 Premium is an all-year oil. Here's how it works. Alkadine has a molecular structure that resembles a basket of eels. When the oil is cold, Alkadine's eel-like molecules curl up as if for comfort. In effect, they take up less space in the oil—and the oil flows freely through the tightest bearing, even on cold nights. Conversely, when the Alkadine in new Shell X-100 Premium is hot, its molecules uncurl. They take up more room. And

the oil resists thinning. Thus, new Shell X-100 Premium eliminates trouble from sudden temperature changes. It lubricates just as efficiently in June as it does in January.

Trouble #4—engine acid
 All automobile engines manufacture acid. This acid can do far more damage than friction. It can eat away at engine parts in much the way stomach acid can cause ulcers. Then you're really in trouble. One way to combat engine acid is to make the oil alkaline. Many oils use this method. But here's what happens. The neutralizing effect of alkaline oil inevitably gets weaker and weaker as engine acid eats up the alkalinity—till it eventually stops working completely. Then your oil no longer gives you anti-acid protection. Shell tackles this troublesome acid problem in a new way. Shell X-100 Premium actually plates all engine surfaces with a thin chemical film. The metal literally adsorbs some of Shell X-100 Premium's protective qualities. Chemists call this phenomenon "chemisorption." "Chemisorption" offers a longer-lasting protection against acid attack than any other method yet invented.

Trouble #5 —cooling system leaks
 Tiny leaks of permanent anti-freeze can play nasty tricks with many motor oils. These oils can react chemically with permanent anti-freeze and form a horrible sludge which can actually bring an otherwise healthy engine to a standstill.

Then you're on the way to a major repair bill. New Shell X-100 Premium sets all such fears at rest. It resists reaction with any sort of anti-freeze. It shrugs it off. The additives in Shell X-100 Premium resist washing out with water, too. In some oils, additives can be lost to water leaks. In Shell X-100 Premium, they stay.

How much does Shell X-100 Premium cost?
 If you drive the national average of 10,000 miles per year, the switch to Shell X-100 Premium (with regular oil changes) will cost you only \$3.60 more than ordinary oil—give or take a nickel. And probably nothing extra if you already use a premium grade. Drive to your Shell service station and ask the dealer to change your oil while the engine is still hot. Be sure to ask for Shell X-100 Premium in the white can. It protects your engine from all five internal troubles listed above.



A BULLETIN FROM SHELL RESEARCH —where 1,997 scientists are working to make your car go better and better.