

Holiday Safety Advice is Given

By ESTHER KIRMIS

"Holly or Folly?" is the sobering title of a small brochure that came to me from the National Safety Council. The Oregon extension women all over the state are stressing traffic safety. I was happy to read that representatives from the Rhea Creek and Heppner unit were on hand at the last city council meeting showing their concern for the children's safety in our area.

"Holly or Folly" presents these facts:

(Folly) More than 1/2 the drivers in fatal Christmas traffic accidents have been drinking

when they tried to drive.

(Holly) Don't drive after drinking — even a little bit. Just a couple of social drinks impair ability, increase risk.

(Folly) Driving too fast for condition or in excess speed limit was a factor in 3/4 of Christmas automobile crashes.

(Holly) Start your trip early so you don't have to rush. Slow down at night and in bad weather. Obey speed laws.

(Folly) During the last 6 hours of Christmas Eve the hourly rate for fatal accidents was 5 times greater than it was for the remainder of the holiday.

(Holly) Darkness and drinking are a deadly combination. Watch

out for pedestrians at this time of the year—they get preoccupied and forget to look. Walk cautiously yourself.

"Top holiday spoilers," says Mrs. Lionel J. Parvis, National Home Demonstration council safety chairman, "are rear-end collisions." The holiday season coming up will bring rain-slick streets to all parts of the country and snow will add to the hazard in the northern states. These adverse driving conditions not only reduce visibility but increase braking distances. Our members and their families can take the following measures in order to keep from rear-ending the vehicle ahead!

- Reduce speed to lower braking distance.
- Increase the distance between you and the vehicle ahead to allow more room for stopping.
- Keep alert to what traffic ahead of the car in front of you is doing.
- Just as serious are the "tailgating drivers" who refuse to follow you at a safe distance.
- Some measures you can take to avoid trouble with these discourteous drivers are:
- Pull to the right, if possible, to encourage the tailgater to pass.
- Increase the distance between you and the car you are following to avoid the necessity of stopping in a hurry. The gentler you stop, the more time the tailgater has to get his vehicle under control.
- Signal your intention to turn, slow down or stop well in advance and as emphatically as possible so that the tailgater knows what you plan to do.
- Know what traffic around you is doing so that if necessary you can employ evasive maneuvers to avoid being hit in the rear.
- The tailgater who hits your car will probably be held legally responsible, but this is of little comfort when someone in your family has been injured.



OFFICERS of the Oregon Wheat League, elected at the recent meeting in Pendleton, are: Front (left to right) John Welbes, executive secretary, and Milt Morgan, second vice president. Rear (from left) L. E. Kaseberg, first vice president, Allen Tom, president, and Ron Rew, retiring president.



OREGON Conservation Man of the Year named at the Oregon Wheat League meeting in Pendleton is Paulen Kaseberg of Moro, who was first chosen Sherman County Conservation Man.

Wheat Growers Elect Allen Tom At Annual Meet

The annual meeting of the Oregon Wheat Growers league, conducted at Pendleton on November 30—December 1-2, is history and the recent NAWG sessions in Boise, Idaho, have been complete.

Out of the OWGL's 34th session and the annual national meet, however, emerges the blunt fact that—in increasing fashion—the wheat grower of Oregon is growing in stature, not only in his own state but from a national economic and marketing standpoint, the leaders declare.

For example, at the national meeting in Boise, five prominent Oregon wheat men—Allen Tom, Floyd Root, Frank Tubbs, John Welbes and Whim Tuttle—were in the limelight. The first three were chairmen of national committees and the last two were secretaries of committees which met in executive sessions in the Idaho capital.

The Oregon Wheat Growers named Allen Tom as its president for the coming year. He operates a ranch near The Dalles and employs accepted conservation practices. Out of his conviction that the development of new markets is a must, particularly in foreign lands, he spent much time in Washington, D.C., the past year representing the Oregon wheat grower on a national level.

Named first vice president at the Pendleton meeting was L. E. (Pat) Kaseberg and Milton Morgan was elected second vice president. Tom, Kaseberg and Ron Rew, immediate past president of the OWGL, represented this organization at the national meeting in Boise.

USDA officials and other speakers close to the national scene in Washington, D.C., were in evidence at the Pendleton sessions. They offered evidence that the Oregon wheat grower and Oregon grown wheat occupies increasing importance in the national agricultural and marketing program.

J. W. (Bud) Forrester, publisher of the East Oregonian, was the recipient of the \$100 award for the best editorial or series of editorials devoted to the wheat scene in Oregon and Roy Beadle, editor of the editorial page at the Oregon Journal, won a similar honor for the best article or series of articles.

A Jefferson county resident, Mrs. Ernie Rufener, was presented a \$100 check symbolical of her being named the winner in the cake baking contest at Pendleton. Mrs. Eunice Squire of Baker county was runnerup and Mrs. Fern Killingbeck of Union county was third place winner.

The Taxation and Legislation committee, Joe Kelley chairman, recommended at Pendleton: 1—adoption of a "uniform time," 2—adoption of a cigarette tax to be used as an offset on county property tax, 3—adoption of a sales tax as a tax offset on the



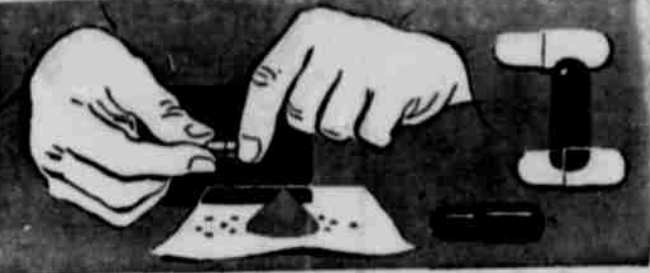
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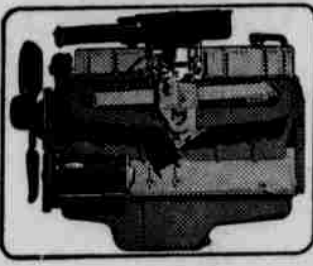
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Who but Chevrolet could've done it? Price, spice and everything nice! A car that's bustin' with room, zoom and richness. One that's deep in convenience and comfort. One that won't let you squander a thing but affection. Look over the beautiful new Chevy II Nova here, and light out in it at your dealer's.

NEW CHEVY II NOVA

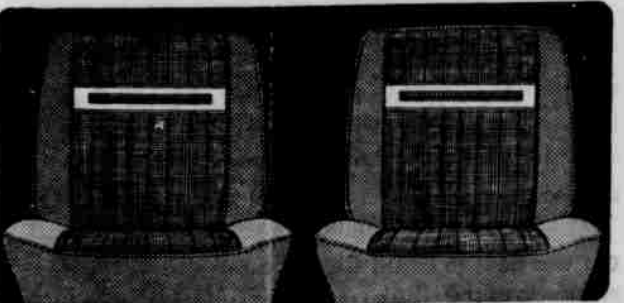
A SIX WITH V8 SCAT. You design a throaty Six (120 hp. strong) with special refinements like seven main bearings. You take your Six and team it with a car that is hundreds of pounds lighter than the big jobs—and, partner, you've got Go!



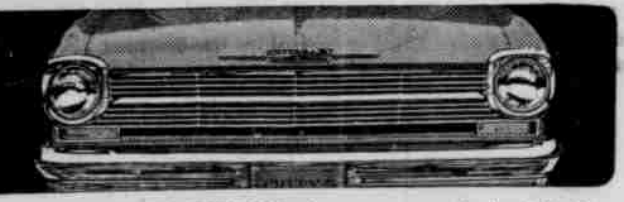
EASIER GOING RIDE. New Mono-Plate rear springs take the place of old-fashioned multi-leaf springs. Tough but ever so gentle, they help give you a ride that reminds you of the big Chevrolet—and you know how smooth that is.

RICH REFINED INTERIORS. Here's where you sit in the lap of luxury. Leatherlike vinyl upholstery. Foam-cushioned, of course. Carpeting and scuff mats. Vinyl overhead and chrome trim—the works!

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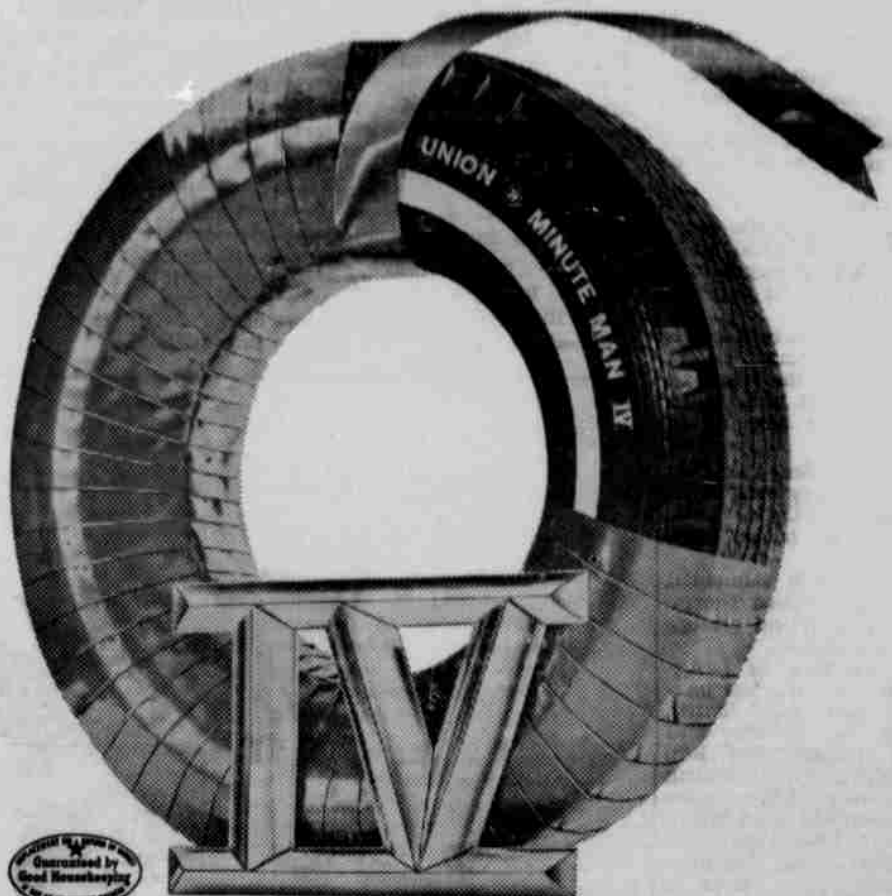
See the new Chevy II, '62 Chevrolet and '62 Corvair at your local authorized Chevrolet dealer's

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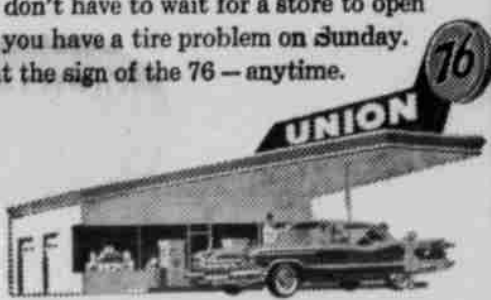


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- III FORGET FREEWAY FEARS... with a deeper tread for extra skid resistance. The tread of the Minute Man IV is 33 1/2% deeper than the tread of tires that come on new cars. You get more "hold" on the road, more resistance to skids.
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