

**"Safety First"
Essays Presented
By Grade Pupils**

At a recent "Safety First" assembly held in the Washington grade school the following essays by pupils of the school were presented:

Warning To People

Sometimes people driving cars very fast cause serious accidents by not slowing down when coming to safety lanes. These lanes are to protect school children and grownups as well. Everyone should STOP! LOOK! LISTEN! before entering lanes. Drivers should be careful to avoid accidents. In cities we should always watch the lights and go with the signals. Drivers should always have good brakes on their cars for safety. Children should never go out in the highways behind parked cars. They should always cross safety lanes in the streets. Never be in too big of a hurry. Always STOP-LOOK! and LISTEN!

Betty Mae Arnold,
5th grade

An Apple a Day Keeps the Doctor Away. So Does Safety First.

The old saying, "An apple a day keeps the doctor away," means we must have fruit in our diet. With our diet balanced we need less medical attention.

We can also apply this to Safety First. If we remember Safety First every day, we will need less medical attention.

If we remember Safety First each time we drive a car, there would be fewer car accidents. If we remember Safety First before crossing streets there will be less pedestrian accidents.

If drivers will remember that school children are not adults, there would be fewer school children killed or injured every day.

If hunters, campers and fishermen will use more care with fires while in our forests, there will be less loss of property and fewer accidents each year.

If hunters will remember to shoot only when they see the horns, doctors will have less business during hunting season.

Safety all ways, Safety all ways.
Patricia Moran,
6th grade

A Safety First Campaign

Safety first campaigns are necessary because people will become careless. One of the greatest safety measures around schools is the safety lane. If the driver of a car does not approach the safety zone slowly, and accident is likely to occur. Many times children do not do their part by being watchful.

In some large city schools when it is necessary for children to cross the street, school officers are stationed at the safety zones to direct traffic. I think it would be a good thing for our school if we could handle traffic in the same way. Then with the help of car drivers no one would be likely to be hurt or

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killed.
Let us all help in the Safety First campaign.

Safety First

"Stop, Look and Listen" is the motto that should be in every persons mind when crossing the street, or driving a car along the highway. These are more or less dangerous things unless you remember "Safety First".

Many people crossing the street do not look both ways. Also, little children should not be at play in the street or not run after a ball into the street. These are just a few of the things that we should remember not to do.

I am glad the schools of the United States have decided to have a "Safety First" Campaign. And I think with the help of the people of Vernonia the Washington grade school pupils and teachers will make a success of our campaign.

Barbara Dustin, 7th grade

SAFETY FIRST

Citizens of Vernonia:
"Be careful first rather than be sorry afterwards." If more people would pay heed to this motto, the number of accidents would be less.

It takes only a moment of carelessness for accidents to happen. Then you will think, "Oh, why wasn't I more careful?" but it is too late then.

Some people don't seem to know what safety first means. It is to take precaution against accidents and thus protect your life as well as the lives of others.

"Careful driving is good sportsmanship." That is a very good rule that you and others should pay attention to. If you would, there would be fewer accidents on our highways.

They say there is a time and place for everything. That is another good thing to keep in mind.

Protection has become so common a service of our government that we seldom pause to weigh its value.

C C C truck drivers have to come to a full stop when they

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**1936 Ford Cars
Shown Dealers
At Group Meetings**

Ford V-8 cars for 1936 were shown for the first time Tuesday to Ford dealers at group meetings in the 34 Ford branch cities in the United States and seven in Canada. The new cars will be publicly shown for the first time

next Saturday by dealers.

Body lines which strike a new note in conservative streamlining, a new treatment of the interior and three important refinements in chassis engineering summarize the principal improvements. There are no radical changes. The 85-horsepower V-8 engine, of which more than 2,000,000 are now in operation, is unaltered. Of the three principal chassis improvements, one—improved steering—is aimed at greater ease and safety of operation. The others tend to greater comfort. One is the use of new steel wheels which lessen the unsprung weight and thus provide greater riding comfort. The other is on improved transmission using quiet helical gears—formerly used only in second and high speeds—in all forward speeds and reverse.

A new front-end treatment gives added distinction to the body lines. The hood is longer, extending gracefully over the attractive new radiator grille. With its vertical slots and more accentuated "Vee", as well as its smoothly rounded lower edge which blends with the streamlined curve of the inner portion of the fenders, the grille contributes a new note of smartness.

Fenders are streamlined, a wide inward flare giving them an imposing appearance. Louvers are of new design. Horns are new recessed in the fender aprons back of small round grilles beneath streamlined headlamps.

The welded steel body is low and wide, with flowing rear quarter lines. Finish is Ford-developed baked enamel. There are five body colors, Washington blue, gray Vinyard green, Cordoba tan, gunmetal and black, of which the first two are new. De luxe body types are available in any of the five colors, with fenders matching and wheels of new design in a harmonizing color. Cars without deluxe equipment come in black or gunmetal, with fenders matching the body color and black wheels.

Thirteen body types are available, ten with deluxe appointments and three without. These are:

De Luxe: Three-window coupe, five-window coupe, roadster with rumble seat, phaeton, cabriolet with rumble seat, convertible sedan, Tudor sedan, Fordor sedan, Tudor touring sedan and Fordor touring sedan.

With de luxe equipment: Five-window coupe, Tudor and Fordor sedans.

Interiors, especially luxurious in the deluxe types, reveal a distinctively modern treatment. The color motif is a rich gray, with which the taupe of the upholstery fabrics harmonizes. Seat cushions are deeply pillowed and set off with new piping. In deluxe types various upholstery options are available. Recessed arm rests give added elbow room in the Fordor and Fordor touring sedans.

All instruments are of new design to conform to the modern

effect of the new grey metallic pyroxylin instrument panel. Deluxe car panels are fitted with a 100-mile speedometer, with a trip mileage recorder; ammeter, water temperature indicator, electric fuel gauge and electric oil gauge, as well as cigar lighter, tilting ash tray and glove compartment. The ash tray may be removed and a Ford radio installed upon special order.

All body types have clear-vision ventilation. Safety glass is standard in windshields and all doors and windows.

Steering gear ratio has been increased to 17 to 1 from 15 to 1, and the front axle steering arm lengthened. New roller bearings have been added to the steering arm sector shaft, and teeth of the worm and sector are now ground and lapped. It is estimated effort required in steering has been reduced more than 25 per cent, as a result of these improvements.

Gear shifting is made easier by reducing the length of travel of the gear shift lever.

The number of anti-friction bearing in the chassis is increased to 27 from 25.

The new steel wheels consist of a drawn steel spoke section electrically welded to the rim, forming a single steel unit of exceptional strength. Each wheel is nearly five pounds lighter than the former steel spoke wheels. The wheel is completed by a 12 1/2 inch hub cap with polished rustless steel center carrying the V-8 insignia. Tires are again 6.00 by 16 inches, carrying 30 pounds pressure.

Although no change except in manufacturing fineness has been made in the V-8 engine, the cooling system has been improved and its capacity increased to provide adequate cooling under

exceptionally severe conditions.

Aside from these improvements, the chassis is unchanged. Its most important feature is the proper combination of three engineering principles to provide what is termed the "centerpoise" ride. These are improved spring suspension, correct car balance and proper passenger weight distribution.

Other features include a double-drop X-type frame, with X and side members forming box sections extending to the end of the frame; mechanical four-wheel brakes with 186 inches of friction surface; flexible transverse springs perched forward of the front axle and back of the rear axle on the 112 inch wheelbase, providing in excess of 123 inches springbase; easy clutch with application assisted by centrifugal force; full torque-tube drive; three-quarter floating rear axle with straddle-mounted pinion; and double acting shock absorbers.

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