

Coming Events—

July 21 — Thursday — St. Anne's Altar society meets at St. Hubert's Catholic church, 2 p.m.
 July 14 — Thursday — Regular Rebekah lodge meeting, 8 p.m.
 July 20 — Wed., 8 p.m., St. Paul's Couples' club meets at the parish hall.

Mr. and Mrs. Soren Cox left Friday morning for Provo to make their home.

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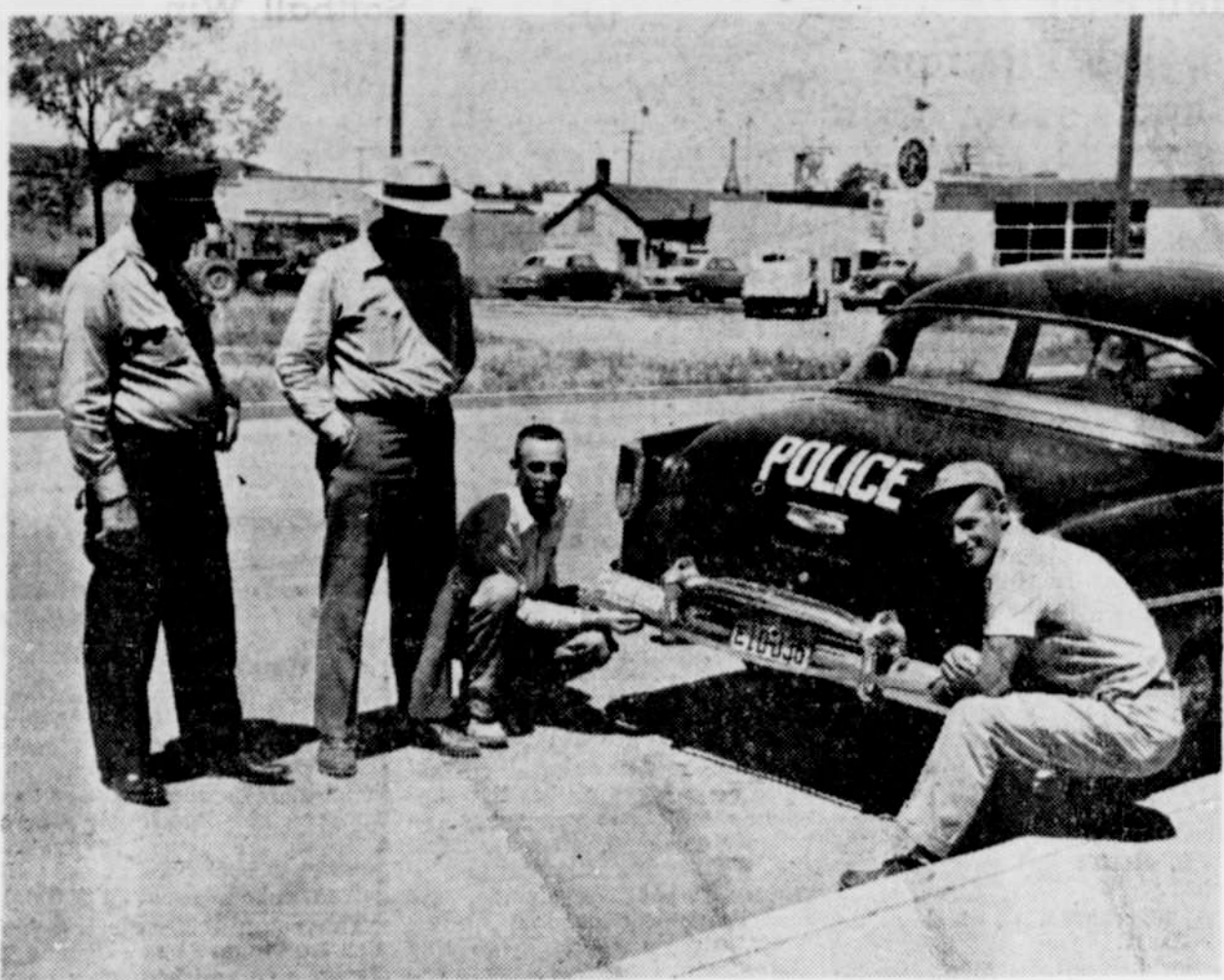
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NYSSA JAYCEES start their annual Scotchlite Safety Campaign by decorating the city police car with the reflecting tape credited with preventing thousands of night accidents since the national organization started its drive a few years ago. The Junior Chamber will

attach Scotchlite to the bumpers of cars Saturday at Dayle's Service, Berrett's Service and Jay's Associated between 9 a.m. and 4 p.m. From 4 until 6 p.m. teams of Jaycees will be at the parking lots at Taylor's Food Market, M & W and Wilson's Super Market to sell their pro-

duct. In the above picture are Chief of Police E. L. Hansen, State Rep. Emil A. Stunz, Woody Seuell, chairman of the Scotchlite campaign, and George Oxman, first vice president of the Nyssa organization. —Photo by Schoen

Fire Chief On Board of Area Firemen Group

Ralph Lawrence, Nyssa fire chief, was named as a two-year director of the Western Idaho Firemen's association at an organization meeting Thursday evening of last week in Homedale. The newly formed group is composed of fire departments and their personnel in western Idaho and Malheur county in Oregon.

Purpose of the association is for exchange of ideas and information and to help small, newly formed volunteer departments get started, Lawrence said. At last week's meeting, plans were made for regular meetings with the most department staging demonstrations, such as handling of fire hose. It is probable that within the next year different departments will compete in demonstrations.

John Matteson, Homedale chief, was elected president of the new association and Wayne Black, Cale chief, was named vice president.

Return From Trip To Utah and Idaho

The Misses Karma and Carlee Kesler of Nyssa made a recent trip to Salt Lake City accompanied by Vibert L. Kesler of Nyssa and Mrs. Al Mladenich of Aberdeen, Wash. They visited with Dr. and Mrs. Joe Kesler and family and Bonnie Jo Kesler in Salt Lake, Mr. and Mrs. Ray Goodell of Roy, Utah. Mr. Kesler remained in Salt Lake on business and Mrs. Mladenich in Burley visiting relatives.

Enroute home Karma and Carlee were guests of Mr. and Mrs. Wayne Whisler and Ed Kesler and family at Rupert. Mrs. Emma Kesler and Mr. and Mrs. George Kesler of Burley. Mark Wheeler of Rupert accompanied them to Nyssa to visit at the V. L. and C. R. Kesler homes.

Farmers Shown Proofs of Increased Tonnage at Experimental Field Day

Combination alfalfa and grass stands and test plots of winter wheat varieties were among major points of interest at the Malheur branch experiment station's annual field day near Nyssa, this side of Cairo Junction.

Fifth year seedlings of grass and Ladak alfalfa have maintained hay tonnage yields equal to or higher than straight Ladak, reported station superintendent Neil Hoffman. The combination grass-alfalfa plantings were especially recommended for new lands because of their heavier production of roots which help hold soil and add humus.

Use of grass was also an effective barrier against cheatgrass in alfalfa stands and appeared to reduce lodging of alfalfa. The mixture is also recognized as a means of reducing bloat hazard of high quality alfalfa hay.

Hoffman said the most suitable grasses in the tests were Cornell 1777, Timothy, Meadow foxtail, Alta fescue, and Manchur Smooth Bromegrass. All plots are harvested three times annually.

Orestan Recommended

Although Ladak was used in the trials, Hoffman recommends Orestan alfalfa which has been highest yielder at the station during the past five years. It has averaged seven tons per acre a year to top eight other popular varieties of the area since the first harvest in 1950. Orestan is resistant to bacterial wilt, has maintained vigorous stands throughout the five-year period, and yielded almost three tons to the acre on this year's first cutting.

When seedlings Orestan with grass, Hoffman recommends a normal seeding rate to maintain a full stand if the grass goes out.

Increased interest in winter for the area focused attention on plot trials of six popular varieties with Brevor still holding the lead after two-year harvest records.

Moisture From Soil

Hoffman attributed this year's larger commercial acreage of winter wheat in part to the expected water shortage. The winter varieties normally mature two weeks ahead of spring-planted wheat and make more of their growth on stored soil moisture rather than being dependent upon irrigation.

Most winter varieties yield 10 to 15 percent lower than spring wheat. However, in addition to making better use of moisture, fall planting of winter varieties lessens the spring work load.

Varieties on trial at the sta-

Nyssa Births...

July 7 — Mr. and Mrs. Pedro Alcorer, Nyssa, girl. Mr. and Mrs. Jay Bum, Nyssa, boy. Mr. and Mrs. Harvey Howard, girl.

July 8 — Mr. and Mrs. Dean G. Eike, Parma, girl.

July 9 — Mr. and Mrs. Dean Sharp, Nyssa, girl.

July 10 — Mr. and Mrs. Lupe Gonzales, Vale, boy.

tion, other than Brevor, are Rex, Elmer, Rio, Golden, and Orford. Brevor yields for 1953 and 1954 averaged 68 bushels per acre with fertilizer applications of 60 to 70 pounds of nitrogen per acre.

Hoffman said popularity of Federation and Lemhi spring wheat is being challenged by Lemhi No. 53, a new selection containing rust resistance that looks especially promising for this area.

Bonneville barley is maintaining the lead as the best spring variety, averaging 92 bushels per acre in nine-year tests. First-year trials of winter barley—including Winter Club and Olympia, along with unnamed varieties — won't measure up to commonly-grown spring varieties, Hoffman told visitors.

Test Oats Crops

Best oats varieties for the area, according to station yield records, are still Overland and Cody with a nine year average of 110.2 and 121.1 bushels respectively. Seed supplies of Cody are limited although there are adequate local stocks of Overland.

Also of special interest to field day visitors were weed control trials by John Downes, station horticulturist. Downes said CMU and Dalapon weed sprays look most promising for control of ditchbank weeds including quackgrass. Neither material, however, gives complete control of such broadleaf weeds as cherry and dandelions.

Since CMU is a soil sterilant, it should be applied in the fall which permits time for it to "set-up" in the soil before the following summer irrigation. If applied immediately before or during irrigation, it may wash into the field and sterilize cropland.

Contracts Given For Two Malheur Highway Projects

Contracts have been awarded for two Malheur county highway projects totaling \$155,887, it was announced last week in Portland.

Biggest of these was for two structures on the Olds Ferry-Ontario section of the Old Oregon Trail highway, to construct a reinforced concrete bridge over the Malheur river and a reinforced concrete highway grade separation structure.

This contract was awarded to Nielsen & Smith Construction Co., of Twin Falls, Ida., who submitted the low bid of \$108,655.

The other project was Division 5 pavement sealing project on the I. O. N., Central Oregon and Little Sheep Creek highways, southwest of Jordan Valley, east of Vale and east from Joseph. This is a state project, with about 41 miles of pavement sealing to be done.

The D-H Paving Co., of Vancouver, Wash., was the successful bidder with a bid of \$47,232.

All in all, the commission acted on 34 separate projects, totaling \$3,100,233 in bids accepted. A single bid on one project was rejected as being too high.

Largest single project acted upon was for 4.69 miles of grading and paving on the Reedville-Beaverton Section of the Tualatin Valley highway. Low bidder on the project was Porter W. Yett, \$596,233 referred to the State Highway Engineer for final approval and award after necessary right-of-way is obtained.

Parker-Schram Co., Portland, was low bidder on the second largest project which received attention. The company's bid of \$489,533 for the paving of 6.46 miles on the Cottage Grove-Divide unit, Goshen-Divide section of the Pacific highway in Lane county near Cottage Grove was referred to the state highway engineer for final approval after necessary right-of-way is obtained.

Smallest project was awarded to Trussfab, Inc., Portland, on a bid of \$10,476 for the placing of guardrail on the North Santiam and Santiam highways about 21 miles southeast of Detroit and 18 miles east of Cascade.

Only project for which bids were rejected was in Grant county for the construction of a dwelling and sand shed at Austin. All bids for this project were considered too high.

Wreck Injures Ellen Crocker

A Nyssa girl was hospitalized and a car reportedly demolished when it went out of control and over an embankment on highway 201 approximately four miles south of Nyssa early Sunday morning.

Ellen Jean Crocker, 15, daughter of Mr. and Mrs. Earl Crocker of Nyssa, passenger in a car driven by Melvin Richards, 17, son of Vern Richards of Nyssa is confined at Malheur Memorial hospital with dislocated clavicle, a fractured rib, bruises, contusions and lacerations. She was reported by hospital attendants Wednesday morning to be doing fairly well.

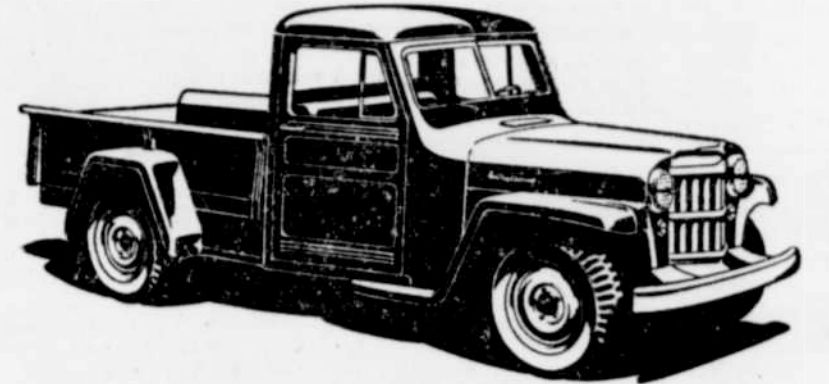
The Richards' vehicle, a 1947 Plymouth coupe, was totally wrecked according to reports but Richards escaped uninjured.

A2c Hubert Parker Receives Discharge

A2c Hubert L. Parker, a former Nyssa high school student, will receive his discharge from the U. S. Air Force today (Thursday) upon completion of a four year enlistment.

Airman Parker, an engine mechanic in the 42nd Air Rescue Squadron at March Air Force Base, Calif., recently set a record in changing a generator oil seal in one-hour and one-half, usually requiring four hours. He is the son of Mr. and Mrs. Vel E. Parker of Bates, Ore.

Richards stated that he went to sleep while driving and the car, originally traveling toward Adrian, went out of control, crossed the highway and over an embankment on the opposite side of the road, landing on its side.



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