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PUMPKIN 8 Cans \$1

SUNSHINE
ICE CREAM 1/2 Gal. 79¢

HUNT'S
TOMATO SAUCE 3 for 27¢

TREASURE VALLEY (TALL CANS)
MILK 6 for 89¢

PINTO BEANS . . . 10 Lbs. 95¢

WE GIVE S & H GREEN STAMPS
Will Be Closed This Sunday and Monday

Federal Report Shows Safety Research Needed

The U. S. Bureau of Public Roads' recent report, "The Federal Role in Highway Safety," strongly supports the view that today's complex traffic safety problems call for scientific study and will not be solved by guesses or assumptions.

The authoritative and comprehensive study ranges through all aspects of traffic safety in the U. S. and reports on the latest research in the field.

Here is a brief test suggested by some of the report data that tend to discount or disprove current popular theories:

1. Have traffic fatalities in the U. S. been increasing since pre-war days?
2. Do cars with higher horsepower have higher accident rates?
3. Are women safer drivers than men?
4. Is the accident rate lowest at slow speeds?
5. Were cars of the past sturdier and safer than those of today?
6. Are fatality rates higher at night chiefly because of darkness?

If you answered "No" on all counts, you scored 100 on the basis of information in the study.

Based on a three-year project of the Bureau of Public Roads, the new report stresses the great need for more facts through increased research to aid in combating the highway accident problem.

Now if you're surprised by your score on the test, here are data pertaining to each question, summarized from the report to Congress:

Report Gives Answers

1. Contrary to popular belief, the national traffic fatality rate has been declining steadily for two decades—from 12.0 deaths per 100 million vehicle miles in 1941 to an all-time low of 5.6 in 1958. The nation's highest annual traffic fatality total of 39,969 was reached in 1941 and has never been equaled since, in spite of the fact that total mileage driven per year by now has doubled.

The report credits cooperative efforts by government agencies, safety groups and industry for this achievement. But it cautions that even greater efforts will be needed in the next decade to reduce fatalities in the face of ever-increasing traffic.

2. Findings from a study detailed in the report show "higher horsepower vehicles, per se, are not relatively more hazardous in actual use; in fact, the lower horsepower vehicles are the ones associated with the highest accident rate."

3. Women are often credited with being safer drivers than men, but the report says the accident involvement rate for female drivers is about 18 percent higher than for male drivers in the daytime and 38 percent higher at night. When professional drivers are omitted from the comparison, however, the men are only slightly ahead.

Low Speed Accidents

4. While cautioning against extreme speed and driving too fast for prevailing conditions, the report says: An extensive study of traffic on major highways in rural areas showed that the accident rate at speeds below 40 miles an hour was several times higher than at higher speeds. The rate, based on accidents per 100 million miles of travel, adjusts for differences in the amount of traffic moving at various speeds.

5. "In a review of what we

School Bus Drivers To Receive Training

A series of school bus driver training programs will begin late this month and continue through the first of December, and will be held in every county.

The programs are presented jointly by the Department of Motor Vehicles and the Department of Education and also are supported by the state police, highway department and all county school superintendents.

This is the second year for the training and the response from drivers, school boards and administrators has been very gratifying, according to Vern L. Hill, director of the Department of Motor Vehicles.

Through the training, the state hopes to improve the safety of pupil transportation, provide more economical all interested agencies in a uniform effort to improve school bus transportation efficiency.

School bus accidents have shown a decrease during the past year, Hill said.

All laws and regulations pertaining to school bus operation are discussed at the training programs with special attention to the school bus stop law in order to achieve greater uniformity throughout the state in protecting children without blocking traffic excessively.

Larry Schenk Receives Call As Missionary

Larry Schenk, son of Mr. and Mrs. John Schenk of Nyssa, was honored at a farewell testimonial last Sunday evening at the Second ward chapel, prior to his departure to fill a two and one half year mission to North Germany for the LDS church. Schenk entered the mission home in Salt Lake City Saturday and will leave by



Elder Larry Schenk

plane Sept. 7 for Am Hirschsprung, Berlin-Dahlem, Germany.

Speakers at the meeting included Donl Peterson of Salt Lake City, Dr. Grant Hughes, Bishop Howard Bair and Larry and his parents. Music was furnished by Mrs. Lloyd Lewis, Susan Schenk, Nancy Skeen and Howard May.

Numerous parties honored Larry prior to his leaving, including a hamburger fry at the Brig Olsen home on Friday evening given by members of the Elder's quorum in the second ward. Forty Elders and their partners attended. Arrangements were made by Mr. Olsen, Melvin Felk, Darwin Jensen and Jerry Williams.

Rodney Beus hosted a party of fifteen of Larry's friends on Tuesday evening, at the home of his parents, Mr. and Mrs. E. H. Beus. The evening was spent playing games and a luncheon was served. Guests at a family dinner at the Schenk home on Sunday were Mr. and Mrs. Donl Peterson of Salt Lake City; Mr. and Mrs. Tom Moore of Caldwell and Mr. and Mrs. Max Moore.

Mr. and Mrs. Gordon Williams entertained at dinner Wednesday evening for Larry.

Boxcar Supply Might Be Short

Shippers in Oregon may expect a "tight car situation" for the next two months, Public Utility Commissioner Jonel C. Hill said Thursday.

Some shortages are now being encountered along Southern Pacific company lines in Oregon.

"At this time, various crops are being moved to market throughout the United States," Hill stated. "This means the probability of future, insufficient boxcar supply."

He said Paul Miller, manager of the closed car section of the Association of American Railroads, has assured R. J. Hogue, chairman of Gov. Mark Hatfield's emergency transportation committee, that cars are "on the way" to the Southern Pacific company to serve Oregon shippers.

Commissioner Hill said he was hopeful the Labor day weekend would allow cars now enroute to this area to be stored for use during future extended-use periods.

"If we get enough of a backlog of boxcars," he stated, "the shortage may be only temporary."

Chairman Hogue indicated that shippers should load cars to full capacity in all instances in the interests of full car utilization so that the effects of a shortage may be minimized.

The PUC staff acts as secretariat for the governor's emergency transportation committee.

know about the vehicle in relation to safety, it would be an oversight to neglect the structural advancements which, though in part hidden, have brought increasingly greater inherent safety to the vehicle," the report read. "These include, but are surely not limited to, the sturdiness features of the frame and body construction. They encompass the improvements in steering geometry and suspension that lend stability to vehicle handling and ease to maneuverability."

6. While darkness is recognized as a contributing factor, the report says that it is a "misleading oversimplification" to ascribe the difference between day and night traffic fatality rates chiefly to this cause. Average nighttime fatality rates are pulled up by the disproportionately high number of fatal accidents after midnight.

The national rate between the hours of 2 a. m. and 4 a. m., for instance, is more than twice as high as between 9 p. m. and 11 p. m. It is equally dark during both periods, so other influences such as driver fatigue or intoxication must be responsible for the big increase after midnight.

Extension Unit Plans First Fall Meeting

The Nyssa Home Extension unit will have a reorganizational meeting and "get acquainted" afternoon Thursday, Sept. 10, at 1:30 in the South City park. Mrs. Clarence Raymond, unit chairman for the coming year, has issued an invitation to all members and any interested ladies to attend this informal meeting, where extension work will be explained and plans will be made.

New officers, in addition to Mrs. Raymond, are Mrs. Frank Morris, vice chairman; Mrs. Mearl Marcum, secretary; and Mrs. Gene Grasty, treasurer.

Tentative meeting topics include buying ready-to-wear; repair of clothing; children's clothing, including sewing, repair and care; wise buying of food; meals that can wait; selection of fabrics, furniture refinishing and care of fabrics.

If enough members are interested, special projects may also be used during the year, including basic dress construction, according to Mrs. Raymond.

To keep a clothesline from fraying, rub it occasionally with a bar of moist soap.

Hale and Elberta Peaches Bartlett Pears—Jonathan Apples Tree-Ripened Prunes

READY MONDAY, AUGUST 31

SYME ORCHARDS

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California REDWOOD STAIN \$2 Per Gallon



NYSSA LUMBER & HARDWARE

HOLSTEIN DISPERSAL SALE Tuesday, Sept 8—1 p.m.

This 87-head sale is one of the largest to be held in this area this year. All cattle are tested clean and all heifers will be V and T by day of sale. Place of sale is the Jim Miller farm on Highway 95 — 2 miles south of Homedale, Idaho.

Total of 87 Head of Livestock 21—Cows in Production.

Eight of these are springers, 11 in full production, giving up to 7 gallons per day.

32—Holstein Heifers.

Ranging in age from 1 to 3 years old.

33—Holstein Steers.

From baby calves to 2 year olds.

1—Two-Year-Old Holstein Bull.

ALSO 50 SACKS DRIED BEET PULP Terms—Cash. Lunch Served on Grounds.

JIM MILLER, Owner

Auctioneers—CLAYT TSCHIRGL, Phone GL 2-1542 KEN TROUTT, Phone MI 9-5652



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vada, to Mountain Home, Boise, Cascade and McCall, Idaho, and to Baker and La Grande, Oregon. They are never delivered more than one day later than we pick them up, so we know they are good fresh eggs. We do not sell eggs at retail—so when you buy at your favorite grocers, "BE SURE" and specify "SURE FRESH EGGS."

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