

MIDLAND EMPIRE NEWS

Chiloquin

Mr. and Mrs. Asa Miller are home this week after spending the two previous weeks of a trip to Tacoma, Wash., where they visited Miller's daughter, Dottie. They returned by way of Ashland in order to visit with Mr. and Mrs. Charlie Spence.

Mr. and Mrs. John Lott spent last week in Portland visiting relatives. On their way home they stayed all night in Medford with the Earl Greenery who came on to Chiloquin for the week-end.

Mr. and Mrs. Marsden Walker of LaGrande, Ore., spent a short time on Friday visiting with Mrs. Walker's aunt and uncle, Mr. and Mrs. Charles Warren.

Worship at the church this past week of the acceptance by the senate of nomination of Mrs. Harry Elliott as local postmistress, a job she has held since the resignation of Irmel Hoesley several years ago. Until now, she was only acting postmistress.

Sally Blockinger has gone to Portland to visit with her sister, Mrs. Richard Atiyeh, while their parents, Mr. and Mrs. Arthur F. Blockinger, are spending several days camping at Diamond Lake. They left on Wednesday.

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Mrs. Jerry Reed was hostess on Tuesday evening, July 22, for a social evening of members of the Women's Society of Christian Service, and husbands. Awards for games went to John Lott and Mrs. Harley Zeller, high, Mrs. Charles Warren and the Rev. James Zeller, low. In addition to games, refreshments were served by the hosts, Mr. and Mrs. Jerry Reed. Guests were Mr. and Mrs. John Lott, Mrs. Cyril Cook, Mrs. Floyd Ohies, Mr. and Mrs. Mrs. Fred Markwardt, Rev. and Mrs. Harley Zeller and Rev. James Zeller. Ethel Fay Zimmerman of Portland, daughter of Mr. and Mrs. Walter Zimmerman, flew back to the states from Honolulu on July 25, after spending a two weeks' vacation in the islands. She reported a marvelous trip with many new sight-seeing experiences.

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Hop Harvest In Full Swing Today

SALEM, July 29 (AP)—Harvesting of early hops is in full swing in Marion county and picking of late hops is due to start within two weeks.

Growers reported a heavy crop in most Willamette valley districts and a greater labor supply than in recent years.

LEGAL NOTICES

NOTICE TO CREDITORS

NOTICE is hereby given that the undersigned has been appointed Administrator of the Estate of George E. Elliott, deceased, by the Circuit Court of the State of Oregon for Klamath County.

All persons having claims against said estate are required to present them, with proper vouchers, to the Merrill Branch of the FIRST NATIONAL BANK OF PORTLAND, at Merrill, Oregon, within six months from date of first publication of this notice.

Dated and first published this 1st day of July, 1947.

FIRST NATIONAL BANK OF PORTLAND.

By TRACY H. CRUM, Assistant Trust Officer, Administrator of said Estate.

NOTICE OF SHERIFF'S SALE

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR TILLAMOOK COUNTY.

BEVIL LOUISE MASON, Plaintiff, vs. HAROLD MARON, Defendant.

By virtue of an execution issued out of the Circuit Court of the State of Oregon for Tillamook County to me directed and dated the 23rd day of June, 1947, upon a judgment rendered and entered in said Court on the 6th day of December, 1934, in favor of Plaintiff and against the Defendant for the sum of \$20.00 per month beginning December 1, 1934, and continuing monthly thereafter from the 6th day of December, 1934, to the 6th day of July, 1947 with interest thereon at the rate of six (6%) per annum from the date of said judgment.

when the same becomes due until July 6, 1947; the further sum of \$32.55 costs and \$3.00 attorney fees, and the cost of and upon this writ commanding me to levy upon the personal property and then upon real property of said Defendant.

That by virtue thereof I did the 7th day of July, 1947, at 2:40 p. m. of said date levy upon the following described real property of said Defendant, to-wit:

All of the right, title and interest of the said Harold Maron, the same being an undivided one half interest in and to the following real property situated in Klamath County, Oregon, to-wit:

The west ten feet of Lot 466 and the East thirty feet of Lot 467 in Block 121 of Mills addition to the City of Klamath Falls, as shown by the duly recorded plat thereof.

NOW THEREFORE, by virtue of said judgment, execution and order of sale, and in compliance with the commands of said writ I will on Thursday, the 7th day of August, 1947, at 10 o'clock A. M. at the West front door of the County Courthouse in Klamath Falls, Oregon, sell at public auction subject to redemption under execution to the highest bidder for cash all of the right, title and interest which the within-named Defendant in the above-entitled suit had on the 7th day of July, 1947, in and to said real property heretofore described to satisfy said execution, judgment, order and decree, including costs and attorney's fees.

Dated July 17, 1947.

Sheriff of Klamath County, By DORA GODDARD, Deputy.

By 8-15-22-29; AUG 5, No. 774

King, deceased, and the Court has fixed ten o'clock in the forenoon of Tuesday, September 2, 1947, as the time and the Circuit Courtroom in the Court House in Klamath Falls, Oregon, as the place where and where any person may present any objections or exceptions to anything therein contained, and at the said time and place the Court will finally settle said account.

WILLIS HAYS KING, Administrator of said Estate.

By 11-15-22-29; A. 5-13-No. 778

The Honorable David R. Vandenberg, Judge of the above-entitled Court, said Order being dated June 26, 1947, and by publication thereof once a week for four consecutive and successive weeks. The date of the first publication is July 1, 1947, and the date of the last publication is July 29, 1947.

W. LAMAR TOWNSEND, Attorney for Plaintiff, 422 Main Street, Klamath Falls, Oregon.

By 1-8-15-22-29; No. 769

PILES

SUCCESSFULLY TREATED NO PAIN NO HOSPITALIZATION NO LOSS OF TIME

DR. E. M. MARSHA

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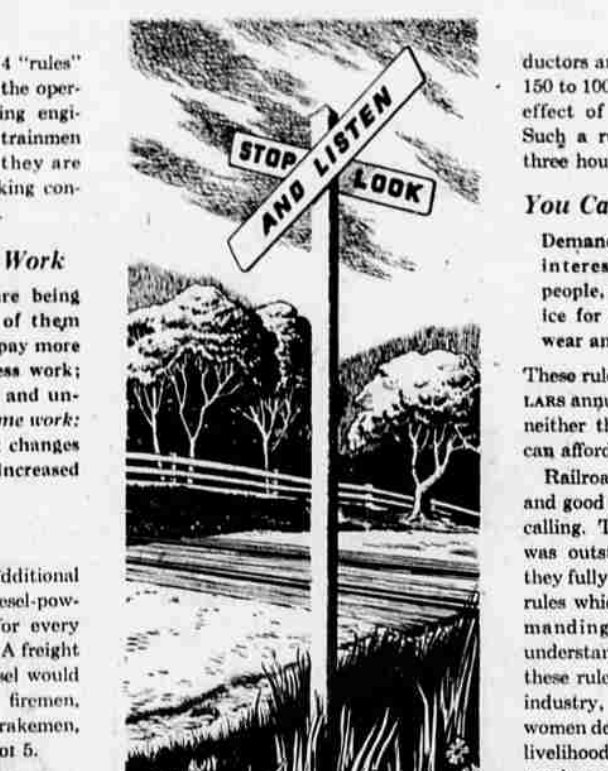
The railroads have received 44 "rules" demands from the leaders of the operating unions . . . representing engineers, firemen, conductors, trainmen and switchmen. They say they are seeking only changes in working conditions—NOT a wage increase.

More Money For Less Work

But what kind of rules are being asked for? Twenty-eight of them would compel railroads to pay more money for the same, or less work; 7 would require additional and unnecessary men to do the same work; the rest would bring about changes in operating practices at increased cost.

For Instance:

The Union leaders demand additional train and engine crews on Diesel-powered trains—one full crew for every power unit in the locomotive. A freight train hauled by a 4-unit Diesel would have to carry 4 engineers, 4 firemen, 4 conductors, and at least 8 brakemen, or a total of 20 men instead of 5.



ductors and trainmen be reduced from 150 to 100 miles, which would have the effect of increasing their pay 50%. Such a run often takes only two or three hours!

You Can't Afford This Waste

Demands like these are against the interests of the whole American people, who depend on railroad service for nearly everything they eat, wear and use.

These rules would cost a BILLION DOLLARS annually—a gigantic waste which neither the railroads nor the country can afford.

Railroad workers are good citizens and good employees, with pride in their calling. Their record during the war was outstanding. We do not believe they fully understand the "featherbed" rules which the Union leaders are demanding. We do not believe they understand the harmful results which these rules would have to the railroad industry, to the millions of men and women dependent on railroads for their livelihood, and to the shipping and consuming public.

The great strength of America is in production—an honest day's work for an honest day's pay.

For only through greater production can we hope to stop the steady upward surge of living costs.

Surely, if ever there was a time in our history when we needed to work, not waste, this is it.

"Made Work"—Sheer Waste

The Union leaders demand that full-length freight trains be cut to about half their length, even though such trains are most efficient for low-cost service to you. This rule would call for twice as many locomotives, would double the number of trains, and make accidents more likely.

Additional equipment, yards, and other facilities required to take care of these short trains would cost hundreds of millions. What the Union leaders really want is to make more jobs.

The Union leaders demand that when a crew in one class of service perform incidental service of another class, they will be paid not less than a day's pay for each class, even though all service is performed as a part of the same day's work. The crew would get at least two days' pay for one day's work.

The Union leaders demand that the present basic day for passenger con-

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LADIES' HANDBAGS

298

Twin zipper handbags in lovely black plastic. An inconspicuous cosmetic compartment located at bottom of bag. Follow the arrow—looks like the bottom of the handbag but the cosmetic section is actually a secret compartment. Different . . . unique!

SHOP AT PENNEY'S FIRST MAIN FLOOR