

Sleep-Talker's Tales Need Some Explaining

By ANN LANDERS
Dear Ann Landers: There seems to be a good deal of divided opinion on the meaning of dreams. Some people say dreams have no significance — that they are a jumbled, unrelated thoughts which flash through a person's mind for no explainable reason. Others say dreams are the key to our innermost desires — desires we won't even admit to ourselves.

My husband is a great dreamer. He is also a pretty good talker — along with the dreams. I'd like to know whether a person dreams about things which have already happened. If this is true the old buzzard has plenty of explaining to do. On second thought, I can't figure out when he would find the time or energy for all the hijinks. Please set me straight, Ann. I'd hate to blow my top for no good reason.
— THE OLD GREY MARE

Dear Mare: People do dream about things which have happened. And then again, some people dream about things which will happen. I don't know if this will help you feel better or worse. All dreams have some significance, but figuring out the real meaning of dreams requires a trained specialist.

Dear Ann Landers: Aren't teenagers difficult enough to handle without you getting into the act and taking their side against their parents?
The other day my 16-year-old daughter cut out your column and waved it under my nose saying, "See, Ann Landers says teenagers should have privacy."
I refer to the severe criticism you gave the mother who opened her daughter's mail and read the girl's diary.

Don't you realize that parents are responsible for their children so long as the children live under their roof? We have a right to know where they are, with whom,

Belt Heads Space Park

BOARDMAN (UPI)—William H. Belt, Hermiton, was re-elected president of the Space Age Park Industrial Development Association at the group's annual stockholders' meeting here Tuesday night.
The organization aims at assisting development of the Boardman space age park.
Belt called for an end to partisan politics at Salem and requested dissenting legislators to permit GOP Gov. Mark Hatfield and Sen. Wayne Morse, D-Ore., to make their report on the Boardman project in a joint session Friday.
Belt said a meeting between Army Engineers and state officials may iron out the last few remaining differences on waterfront property adjacent to the Boardman site.
He said that Boeing Co. is "definitely interested" in the site and said he believes the company would be bidding on a major missile contract in April that might involve use of the Boardman park. He did not elaborate, however.

FRENCH FRANC
The name of "franc" first was applied to a French gold coin in 1793 by King John II because of its Latin origin: Johannes Dei Gratia Francorum Rex (John, by the grace of God, King of the Franks), according to the Encyclopaedia Britannica.

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who else will be there and when they will be home.
My daughter thinks complete privacy means answering to no one. Will you clarify this in your column? — CONSTANT READER

Dear Reader: I have clarified this in my column — times without number. Where have you been? There's a world of difference between reading a teenager's mail and snooping in his diary and knowing where he is at all times, with whom, and when he will be at home.

Mail and diaries are personal and private information. A teenager's activities are not personal and private information. These are matters of vital concern to his parents. No teenager should be free to roam around without accounting for his whereabouts.

Dear Ann Landers: I was amused by the letter from the mother who was concerned because her son was nicknamed "Runt." She was worried that it might interfere with his chances for a dignified legal career. You told her not to worry — that a guy nicknamed "Whizzer" did all right.

Frankly, I think the mother must be off her rocker. An unusual nickname can be a tremendous asset. It sticks in people's minds. A politician in Southern Illinois was recently reelected. His name appeared on the ballot as follows: "Runt" Bishop.

Thought you'd like to know. — HARRY A.

Dear Harry: Thanks for the clue - in. And congratulations, Runt.

Confidential to Pistol Packin' Mama: This is about as funny as a fire in an Old Folks Home. If this woman is carrying a gun without a permit she should be turned in.

Are you tempted to smoke because the crowd does? If so, send for Ann Landers' booklet, "Teen-age Smoking," enclosing with your request ten cents in coin and a long, self-addressed, stamped envelope.

Ann Landers will be glad to help you with your problems. Send them to her in care of this newspaper enclosing a stamped, self-addressed envelope.



JETLINER CRASH — This is the wreckage of the regularly scheduled jetliner which crashed Tuesday deep in the Florida Everglades about 40 miles west of Miami. The wreckage was burned and scattered over a two mile area. — UPI Telephoto

Relatives Wait In Vain For Plane Victims

CHICAGO (UPI)—The anxious hours were tearful and grim for the little band of friends and relatives at O'Hare International Airport waiting the loved ones they would never see again.

As they arrived, unworried and expectant, at the Northwest Orient Airlines ticket counter in the vast year-old terminal, airline employees quietly led them to a plate glass-walled waiting room where they learned that Flight 705, from Miami, Fla., to Seattle, Wash., was missing en route to Chicago.

Eight arrived early, before the plane was due to land at Chicago at 4:05 p.m., EST. Others came and the group swelled to 20. Three and one-half hours passed before they knew officially that Flight 705 had crashed. Nearly four hours elapsed before they definitely knew that all aboard had perished. But by that time virtually all had given up hope.

"This is like a nightmare. I

just can't believe it. She was with her father, Anton Niles, Ill., police magistrate and bank president, to meet her mother, Mrs. Sally Smigiel, another of the dead.

With the Smigiels was Joseph Srodulski of Park Ridge, Ill., whose wife, Rose, was traveling with Mrs. Smigiel.

The two couples had been in Florida together. Husbands and wives split up "just in case one of the planes would crash," Smigiel said. The two men ushered their wives aboard Flight 705 and then awaited their own flight, delayed two hours for repairs.

When Smigiel and Srodulski, a retired industrialist, arrived at O'Hare, they expected their wives to be waiting. Instead, they found Judy and her fiancée, still awaiting her mother.

"There was a tremendous storm but we didn't think anything would go wrong," Smigiel said.

William Melahn, 30, Crystal Lake, Ill., was there to meet his parents, returning from a three-week vacation. "They went every year. This was their 20th trip. I think I'm a pilot myself, so I sure as heck couldn't tell them not to fly."

Arnold Melahn, Cary, Ill., a building contractor, and his wife Beulah, were among the dead.

L. F. Frink said all three were apparently killed instantly a few minutes after takeoff and their bodies were badly burned.

Nation and Gillet were associated in Ranco Ferti service, a fertilizer manufacturing firm at Sioux Rapids, Iowa. Payant was a salesman for Far-More Distributing Co., Athena, Ore., a distributor handling the Ranco firm's products.

Trio Killed As Light Plane Crashes In Iowa

SPENCER, Iowa (UPI)—Three businessmen, including one from Oregon, were killed today when their light plane clipped the top of a grove of trees and crashed and burned.

The victims were tentatively identified as Glen Gillet, 53, Cornland, Iowa, the pilot; Ray Nation, Sr., 40, Sioux Rapids, Iowa; and L. R. (Les) Payant, Athena, Ore. County Medical Examiner Dr.

Official Nationwide Consumer Testing Institute Report:

PLYMOUTH WINS PERFORMANCE TEST. PLYMOUTH WINS GAS ECONOMY TEST.

It happened in the second big meeting of Ford Galaxie "500", Chevrolet Impala and Plymouth Fury at Riverside, Cal.—in a "Showdown" Plymouth asked for. The cars were all V-8s, comparably equipped. And Nationwide Consumer Testing Institute was there to conduct the competition and see to it that its strict rules were followed. When it was over, Plymouth had victories in almost every performance test, plus victory in the all-important economy run. Plymouth for '63 also has the only 5-year/50,000-mile warranty* in the tough Plymouth-Ford-Chevrolet league. See your dealer. Plymouth's on the move.

ZERO-TO-SIXTY		CITY PASSING	
PLYMOUTH.....	11.99 sec.	PLYMOUTH.....	278 ft.
CHEVROLET.....	13.64 sec.	CHEVROLET.....	279 ft.
FORD.....	18.01 sec.	FORD.....	305 ft.
QUARTER-MILE		HIGHWAY PASSING	
PLYMOUTH.....	18.04 sec.	PLYMOUTH.....	462 ft.
CHEVROLET.....	18.99 sec.	CHEVROLET.....	516 ft.
FORD.....	20.53 sec.	FORD.....	554 ft.
KILOMETER RUN		EMERGENCY STOP	
PLYMOUTH.....	33.43 sec.	FORD.....	120 ft.
CHEVROLET.....	34.44 sec.	PLYMOUTH.....	125 ft.
FORD.....	37.59 sec.	CHEVROLET.....	133 ft.
ECONOMY RUN		GO-STOP-PARK	
PLYMOUTH.....	18.77 mpg.	PLYMOUTH.....	2:32 min.
CHEVROLET.....	17.04 mpg.	FORD.....	2:44 min.
FORD.....	16.14 mpg.	CHEVROLET.....	2:57 min.
HILL CLIMB		3/4-MILE CLASSIC	
CHEVROLET.....	15.00 sec.	PLYMOUTH.....	2:51.74 min.
PLYMOUTH.....	15.44 sec.	CHEVROLET.....	2:55.67 min.
FORD.....	16.90 sec.	FORD.....	3:04.89 min.

*Incomplete third test. See dealer for full details.

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Helicopter Finds Wreckage

Editors Note: This is an eyewitness report from the pilot of a Coast Guard helicopter that found and inspected the wreckage of the Northwest Orient Airlines jet which crashed in the Everglades.

By Lt. Cmdr. JAMES DILLON As Told To UPI
MIAMI (UPI)—Most of the bodies apparently still are inside the fuselage of the wrecked Northwest Orient Airlines jet plane. There are no survivors. I saw one body that appeared to be intact. Luggage was strewn everywhere.

The fuselage was consumed by fire. It is completely burned and gutted. We didn't see the wings. The tail section is about 100 yards away from the fuselage. We were unable to find any indication of how the pilot came down. The tail is fairly intact.

Our three-man helicopter crew landed right in between the tail section and the fuselage. It was dark and all we had were flashlights, an emergency lamp and two landing lights aboard the 'copter to examine the wreckage. We found the wreckage on our last sweep around that section of the 'glades. We were running low on fuel and had decided to make one more swing before total darkness set in.

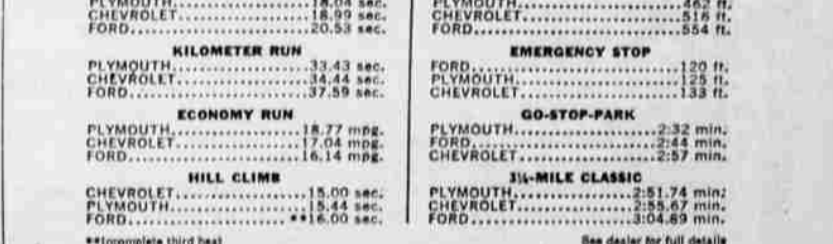
About 6:45 p.m. my copilot, Lt. Cmdr. William C. Wallace of Norfolk, Va., saw what looked like a bonfire. When we got closer, we could see that there were two fires going and a smoky haze covered the area. We made several passes and reported back.

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