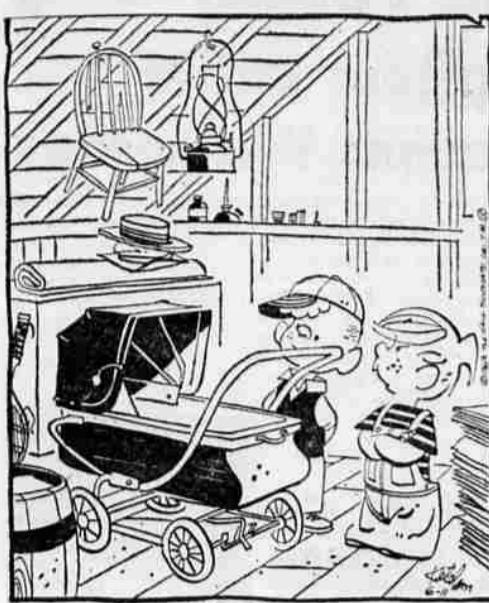


"DENNIS THE MENACE"



BASIN BRIEFS

MR. AND MRS. JERRY DERRY are the parents of a girl born June 4 and named Kimberly Ann. The Derrys also have a 3-year-old son, Gary. Grandparents are Mr. and Mrs. Ted Evans and Mr. and Mrs. Dick Derry.

MR. AND MRS. FRANCIS KOLKOW and nephew, Gene Prank, were in Chico last weekend for the graduation of their daughter, Nancy, from Chico State College.

MR. AND MRS. CHARLES MILLAR, Hemet, Calif., were recent guests of Mr. and Mrs. Cecil Zeiders. The Millars are on their way to Canada where they will spend the summer.

THE MUSTANG ROOM, a teen-age recreation center, is now open in Malin. Mr. and Mrs. Cecil Jackson are the proprietors and Mrs. Grant Anderson, Klamath Falls, is assisting with the opening.

MR. AND MRS. MORRIS KESSLER visited their son and family, the Paul Kesslers, in Brookings last week.

MR. AND MRS. O. MAR SCHNEIDER, Portland, visited friends here Wednesday. They were en route to Redding to visit his parents, Mr. and Mrs. Bud Stumbaugh.

MR. AND MRS. RAY KEMP and son, Jerry, of Tryon, Neb., were guests of Mr. and Mrs. Harold Barney last week.

MR. AND MRS. DUANE DALEY and family spent several days in Medford visiting her mother, Mrs. Norman Judy, and attended the graduation of her brother, Lewis Neff, at St. Mary's. They also vacationed several days on the coast.

MRS. TED EVANS returned after spending a week in Pendleton with her sister and husband, the Clifford Browns.

MRS. KEN WILSON is home after visiting two months with her daughter and family, the Bob Shorts, in Portland.

RICHARD LOUIS JR. is the name chosen for the new son of Mr. and Mrs. Richard Angstrom, Astoria, who was born June 5. Mrs. Angstrom is the former Nancy O'Riley, daughter of Mr. and Mrs. Harold O'Riley. They also have a 2-year-old daughter, Marie.

PROSPERITY CHAPTER No. 160, OES, will hold its regular meeting June 13 at 8 p.m. in the Malin Masonic Temple. Officers

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A bedroom extension phone saves time and steps when you're doing the housework, helps prevent annoying dashes down the hall to talk to people who have hung up. At night, friends and family are

Three-Way Compensation Bill Created Greatest Pressure

Editors Note: Much of the legislation passed, or rejected, by the 1963 legislature touched particularly upon one group or another. Last of six.

By ZAN STARK and ANN H. PEARSON
United Press International SALEM (UPI) — Truckers, workers, consumers, employers, the city dweller, the farmer—all the groups that make up the public—were affected by the 1963 legislature.

Much of the legislation dealt particularly with one segment of society. As usual, labor and management had many legislative interests.

And one of these pieces of legislation, as in 1961, was the subject of the hardest and heaviest pressures the legislature has seen in some years.

That was the "three-way" workmen's compensation bill. It involved millions of dollars in insurance business for private firms, and similar sums in benefits for injured workers. In the end, nobody could agree and the House killed it, but not until after it had affected much other legislation.

Labor won improvements in benefits for the jobless. Railroad brakemen kept Oregon's full crew law, a defeat for railroad management that wanted to be able to reduce crews.

But labor proposals for a minimum wage, an anti-strikebreaker law, a shorter work week for fishermen, and repeal of the 1961 labor elections law got nowhere.

Consumers got some protections. They included a bill intended to clarify statement of interest rates, a requirement that "balloon bread" be so labeled, a

clampdown on sale of subdivisions, and licensing of psychologists.

Liquor Permits Stay
 The legislature failed to abolish the liquor purchase permit. To make the highways safer, the legislature voted to require seat belts in new cars, permit an officer to cite a driver without seeing an accident, and set stiff penalties for a driver who flees an officer.

It killed the other two of Gov. Mark Hatfield's traffic safety measures, speed limits, and "implied consent" to chemical tests for alcohol.

Heavy trucks got lighter highway use taxes. For lighter trucks and log trucks, the fees were slightly increased.

Farmers got protection for their own bargaining groups, and protection against picketing by harvest workers. Dairyfarmers got renewed state support in holding up the prices they get for milk.

Commercial fishermen got an overhaul of their licensing laws, plus new fees that they agreed to. Timbermen got a permit system to let them export raw logs from public lands when the logs aren't wanted by Oregon mills.

They also got some tax revisions. Ranchers who lease state grazing lands got a program under which they can borrow from the state to improve the range.

The elderly with limited incomes got a broader program of medical assistance and some tax relief on their homes.

For the needy, the legislature gave a greener light on food stamp and surplus food programs, but said the welfare commission cut off the aid to dependent children program if it wants.

Ambulance Law Killed
 Small communities got rid of the 1961 law they said would wipe out their informal ambulance services.

The biggest cities and their suburbs got a chance to improve relations through metropolitan study commissions.

The agency dealing with banking, corporations, real estate, insurance, planning and similar business activities got grouped in-

to a commerce department for a four-year trial period.

The Sunday shopper kept his market, after business and religious groups split on a measure to limit Sunday sales and the House killed it.

Boxers got new safety requirements. Minority groups got stronger enforcement of Oregon's civil rights laws.

Movies were brought under the law against obscenity. Harbor and river dwellers—public and private—got a procedure for acquiring "fill" lands. The state got more ocean bottom to lease because the federal government changed its map.

The law against air and water pollution was strengthened. The state got new power to use in acquiring remaining parcels of land to make up the Boardman industrial site. The Columbia River compact didn't get anywhere. Nor did pleas for bonds to improve "have-not" highways.

Lobbyists again escaped a law to make them register and declare their expenses. Even prisoners got something—a state-level public defender. In line with a U.S. Supreme Court ruling that more attorneys must be supplied to accused persons who can't afford them.

Immoral Charge Denied By Society Osteopath

LONDON (UPI) — Dr. Stephen Ward, the society osteopath who introduced playgirl Christine Keeler to resigned War Minister John Profumo, was ordered held without bail Monday on charges of living wholly or in part off the earnings of prostitutes.

Ward did not enter a plea when he appeared at Marlborough Magistrate's Court on the vice charge. Chief Inspector Samuel Herbert told a crowded courtroom, "Throughout my inquiries this man has been in constant touch with witnesses and I fear, if he is allowed bail, he will interfere with prosecution witnesses."

The chief inspector said he also was objecting to bail because "there are likely to be a number of more serious charges."

The preliminary hearing came while Prime Minister Harold Macmillan met with his key ministers to deal with the growing security and sex scandal that caused Profumo's resignation last week.

Dr. Ward, a 50-year-old osteopath whose clientele reads like a page out of Britain's Who's Who, was the key figure in exposing an improper relationship between Profumo, 48, and red-haired Miss Keeler, 21.

He denied the charges against him. "Oh, my God," he said, "how dreadful. I shall deny it. Nobody will come forward to say it is true."

The court ordered Ward held one week. The osteopath-artist, who numbered such persons as Sir Winston Churchill, and actress Elizabeth Taylor among his patients, is the man who introduced playboy Pro-



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E.E. Lefever Ends Service

DUNSMUIR — E. E. Lefever is among the recent retirees from the Southern Pacific Company. Lefever went to work for the Southern Pacific Company in Dunsmuir in July, 1923, and was promoted from fireman to locomotive engineer on Oct. 6, 1941. All of his railroad service was on the Shasta division and he and Mrs. Lefever plan to continue living in Dunsmuir.

Charles Capafoni, another Southern Pacific employe, also retired recently. He was serving as yard clerk in the Dunsmuir yards and had been employed by the railroad since April, 1943.

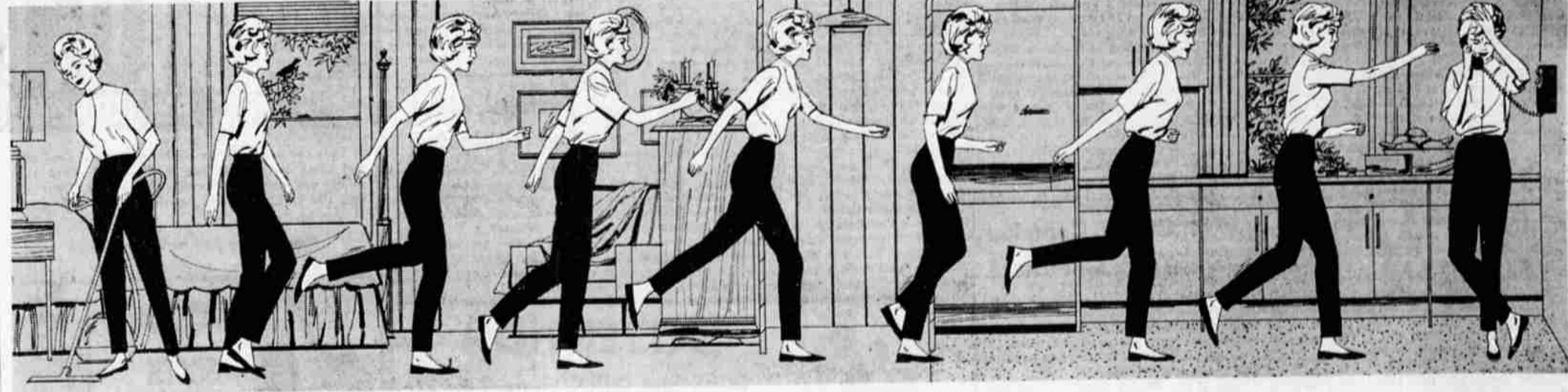
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