

## GIFTS OF THE MAGI

BY O. HENRY



For the next two hours Della ransacked the stores for Jim's present. She found at last, a platinum chain simple and chaste in design. As soon as she saw it she knew it must be Jim's.



Twenty-one dollars they took from her for it, and she hurried home with the remaining 87 cents.



When she reached home her rapture gave way to pride and reason. She got out her curling irons and lit the gas and began to repair the ravages made by generosity added to love.

## Many Changes In State Legislature Expected As Result Of 1964 Elections

(Editor's Note: The revolt which led to the 3 1/2 to 1 voter rejection of the 1963 legislature tax increase package is expected to affect next year's elections. Last of a series.)

### Jacoby On Bridge

NORTH (D) 16	
▲ J 3	▲ K Q 9
▲ A 10 6	▲ K 9 3
▲ Q 7	▲ K J 10 8 4
▲ A Q 10 9 6 4	▲ K 2
WEST	
▲ 8 7 6 4	▲ K Q 9
▲ 5 4 3	▲ K 9 3
▲ 6 5 3	▲ K J 10 8 4
▲ 8 7 5	▲ K 2
SOUTH	
▲ A 10 5 2	▲ K Q 9
▲ Q J 8 7	▲ K 9 3
▲ A 9 2	▲ K J 10 8 4
▲ J 3	▲ K 2

North and South vulnerable  
North East South West  
1 ♣ 4 Dbie Redble Pass  
Pass 1 ♠ 1 N.T. Pass  
3 N.T. Pass Pass  
Opening lead—♦ 3

### Don't Rush No Trump

By OSWALD JACOBY  
Newspaper Enterprise Assn.

No one likes to bid no-trump any more than I do, but I do try to temper my no-trump bids with judgment. Long experience has taught me that no one should hurry to bid no-trump unless his hand calls for it. Unless your hand does call for a bid of some number of no-trump you should always try to find another call.

In a recent duplicate game I played with a strange partner who had the bad luck to make several most unfortunate no-calls. Each one illustrated a good reason why no-trump should not be bid and each was properly punished.

Here is the first one. South had no reason to bid over East's one diamond. His redouble had shown strength and I could be trusted to find another bid when it became my turn. Once he bid one no-trump I raised him to three. West opened a diamond and my queen of diamonds became of no value. Eventually, South lost four diamonds and a club and we were down one trick.

Had I been declarer at no-trump there would have been no way to keep me from making nine tricks and I probably would have made 10 or 11.

How could we get to three no-trump from my seat? Easy for good players. South would pass the one diamond call. I would go to two clubs and now it would be up to South to make a really good bid! South should bid two diamonds. This bid would not really be a slam try, but an invitation for me to bid either a major suit or some number of no-trump. I would bid two no-trump with my partial diamond stopper and South would raise to three.

### OFFENSES PARDONED

SEUL (UPI)—The government announced Saturday that an estimated 10,000 persons serving prison terms for a variety of offenses will be pardoned as an observance of the inauguration of President Park Chung Hee. The names of 102 politicians were removed at the same time from the blacklist of persons forbidden to engage in political activity.

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By ZAN STARK  
SALEM (UPI)—Everyone expects next November's election to produce some sweeping changes in legislative membership—but nobody seems to know what changes to expect.

Will it be a reverse of the 1967 election when the Democrats swept to power because voters reacted to Republican lawmakers who had increased taxes?

Or will Democrats be able to expand their present unworkable 31-29 majority in the House? Gov. Mark Hatfield doesn't know.

In a post-special session press conference, he said "The legislature redeemed itself in the eyes of the public to some extent."

He then predicted "we will see a significant turnover in legislative personnel next year." Asked by reporters if he

meant he expected Republicans to regain control, the Republican governor replied that the turnover "will act on the legislature as a whole."

The major reason for the uncertainty of what may happen is the fact that the 90 legislators still have about 90 different ideas about the people's mandate on Oct. 15.

Some believe it was a demand for economy. Others believe it was a vote against state aid to education. Some feel it was a rejection of the specific tax bill.

Many believe it was a demand for a sales tax. Others say the public wants a cigarette tax.

Everyone seems to want economy. But nobody seems to want the kind of economy that takes money from his pet projects — it's the other fellow's spending that's at fault.

There has been much talk about the legislature's poor image.

Members of the governor's staff admit Hatfield's popularity slipped to a low ebb.

There seems to be a gap in communications.

State government finance is highly complex. Some agencies, such as the Highway Department, are financed by so-called dedicated funds—in this case the gasoline tax—and are not affected by general fund budget cuts.

Other agencies—such as welfare—get more than half of their money from county and federal matching funds. For every \$1 in state money that is cut from the budget, \$1.50 to \$2 in matching funds is lost.

There are other agencies, such as the Department of Employment, that are operated entirely with federal funds. Changes in the state's budget have no effect on operations of the department of employment.

Timing was bad. At the same time the legislature adopted a \$60 million tax increase package, the federal Congress was considering a bill to cut federal withholding taxes in the face of increased federal spending.

The state's prisons, institutions, hospitals, colleges and universities seem gripped in a population explosion — thus it costs more to operate them.

The state has been operating at a deficit for years. This year the surplus ran out. There was no multi-million dollar emergency fund to ease the tax bite.

Lawmakers either had to cut services and delay construction projects, or raise taxes.

They raised taxes. The voters revolted.

The problem didn't go away when the austerity cutbacks were enacted.

The problem is still there. It has simply been swept under the rug until 1965.

What will happen in '65 is still anybody's guess.

### Answer to Previous Puzzle

1	2	3	4	5	6	7	8	9	10	11
12			13				14			
15			16				17			
18			19				20			
		21					22			
23	24	25				26		27	28	29
30			31	32		33		34		
35						36				
37			38				39			
		40				41	42	43		
44	45	46				47		48	49	50
51						52		53		
54						55		56		
57						58		59		60

### Rivers

- |                           |                         |                        |                        |
|---------------------------|-------------------------|------------------------|------------------------|
| ACROSS                    | 40 River of Virginia    | 17 Top                 | 34 Rock                |
| 1—River                   | 44 Hlenish              | 19 Kansas river        | 40 Cleanse             |
| 4 Louisiana               | 47 Great Lakes' Indians | 22 Type of palm tree   | 41 Outcome             |
| 8 Mississippi             | 51 Kentucky river       | 23 Burden              | 42 Adolescent years    |
| 12 tributary              | 53 Ira                  | 24 Thought             | 43 About               |
| 23 Bean variety           | 54 Cupid                | 25 Germinated grain    | 44 Meat dish           |
| 24 Chemical prefix        | 55 Type of hemp         | 26 Percolate           | 45 Buddhist monastery  |
| 27 Nautical term          | 56 Negro                | 27 South Asian country | 46 Soon                |
| 14 Abrupt flexure (anat.) | 57 Dinnish              | 28 Canine feet         | 48 Race program        |
| 15 Pronoun                | 58 Direction            | 29 Biblical giant      | 49 Malarial fever      |
| 16 Surveyor               | 59 ——— Moines River     | 31 Hydrocarbon gas     | 50 Overseas            |
| 18 River by Mount Vernon  |                         | 32 Prophet             | 52 Mariner's direction |
| 20 Volcano in West Indies | DOWN                    |                        |                        |
| 21 Indian chiefs          | 1 Grate                 |                        |                        |
| 22 Bean variety           | 2 Neverberate           |                        |                        |
| 26 Girl's nickname        | 3 Fare                  |                        |                        |
| 27 Mineral spring         | 4 Greek letter          |                        |                        |
| 30 Saws                   | 5 Intestinal            |                        |                        |
| 33 Early Irish poet       | 6 Percolate             |                        |                        |
| 35 Remove                 | 7 Roman bronze          |                        |                        |
| 36 Canadian river         | 8 Monsters              |                        |                        |
| 37 Corrosive              | 9 Canine command        |                        |                        |
| 38 Him                    | 10 Concerning           |                        |                        |
| 39 Siberian city          | 11 English river        |                        |                        |

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## Dyna-Soar Literally Never Got Off The Ground

CAPE KENNEDY (UPI)—America's Dyna-Soar space project lived a curious life and died a curious death.

Dyna-Soar was to be the world's first space glider—a winged ship that astronauts could truly pilot, as opposed to the current breed of capsules that have the flying characteristics of a rock.

Except for mock-ups and rough models, Dyna-Soar never became more than a "paper project" in its seven-year life despite the \$400 million the Air Force pumped — sometimes leisurely, sometimes frantically, never predictably — into its blueprint blood.

Dyna-Soar's failing was the lack of a goal, a specific mission that would give it a reason for just being. It was handicapped under the tag of a military vehicle, because the United States steadfastly refused to establish a military role for manned spaceflight.

Rumors that Dyna-Soar would be "scrubbed," as space linguists would say, have been rampant for years. Experts, particularly those on the "pro" side felt that one of two events could save it from extinction: —Creation of a military mission from man in space. Dyna-Soar as the first in line, would have had a running start.

—Creation of a U. S. project to build a laboratory-type manned platform in orbit around the earth. Such a program, it was felt, would automatically fall heir to Dyna-Soar, or an approximation, for use as a maneuverable shuttle bus to and

from the orbiting platform.

Thus, it was ironic that when U. S. military leaders announced last week they would finally set out along both these lines, they axed Dyna-Soar in virtually the same breath.

Defense Secretary Robert S. McNamara outlined plans for a house trailer-sized space lab the Air Force hopes to put in orbit by 1968, and said flatly it would be used "to determine the military usefulness of man in space."

Under the existing philosophy of austerity in defense operations, money for the new project had to come, at least in part, from older programs. The "old" Dyna-Soar fell victim.

McNamara argued that the potential for a ferrying service did not exist with the Dyna-Soar glider. There are numerous technical and engineering experts that think differently — the very opposite in fact.

The Air Force space station will start out with a modified Gemini capsule to return astronauts to earth. Capsules require precise guidance, a complicated system of parachutes and a widespread recovery force to insure the safe return of the spacemen.

Unless the United States is willing to commit itself to spending hundreds of thousands

of dollars to spread a recovery fleet over half the surface of the globe every time, the capsule technique of orbit-to-earth transportation faces a foreseeable dead end.

Dyna-Soar's trump suit was its theoretical maneuverability that would have permitted a returning astronaut to guide and control his descent, to land in airplane fashion on land rather than dropping like a buoyed boulder dangling at the end of a parachute somewhere at sea.

Dyna-Soar is dead. But the problem of developing an adequate, inexpensive, dependable shuttle service for orbital duty is very much alive — more so, in fact, now that a space station project is reality.

Outside the Dyna-Soar glider, the military has — or had —

no visible space bus service in the works. The Civilian National Aeronautics and Space Administration (NASA) has been flirting with so-called "lifting bodies" such as the M2 vehicle.

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