

ATTENTION! CHECK these BUYS!

**\$5700 Worth of
Used Appliances
MUST BE SOLD!**

Due to the tremendous amount of trade-in we made in January, WE MUST CLEAR THE BARGAIN BASEMENT for new merchandise that will be arriving soon. WE NEED THE SPACE... YOU SAVE THE MONEY!



14 REFRIGERATORS	
	Was New
GE Refrigerator	\$50 \$35
Montgomery Ward Refrig.	\$75 \$60
Kelvinator Refrigerator	\$85 \$65
GE Refrigerator	\$80 \$60
Coldspot Refrigerator	\$95 \$75
Coldspot Refrigerator	\$100 \$85
GE Refrigerator	\$100 \$85
GE Refrigerator	\$95 \$80
Frigidaire Refrigerators (2)	\$125 \$100
Hotpoint Refrigerator	\$115 \$100
GE Refrigerator (apt. size)	\$125 \$100
Coldspot Refrig., like new	\$175 \$150
GE Refrigerator— Repossession, 1 year old	\$250 \$165

NEW PORTABLE Dish Washer		New 12 Cu. Ft. Upright Freezer	
	138 ⁸⁸		188 ⁸⁸

13 HOME LAUNDRIES	
	Was New
GE Wringer Washer	\$25 \$7
Maytag Wringer Washer	\$95 \$75
Kenmore Auto. Washer	\$60 \$40
Maytag Auto. Washer	\$75 \$50
Norge Automatic Washer	\$80 \$65
GE Deluxe 5-cycle Auto. washers (your choice)	\$110 \$95
Westinghouse Laundromat (like new)	\$125 \$100
Frigidaire Dryer	\$75 \$60
Hotpoint Matching Pair Washer and Dryer	\$225 \$175
GE Automatic Washer	\$75 \$60

43 TELEVISION SETS
Sorry—too many to list, but here are a few. Cash and carry at these ridiculously low prices!

	Was New
Magnavox 21" Console	\$65 \$45
RCA Victor Swivel Base, 21"	\$75 \$50
Zenith 21" Table model	\$60 \$40
GE 21" Table Model	\$50 \$40
RCA Victor 21" Table model	\$65 \$35
Admiral 21" Table Model	\$60 \$30
Crosley 21" Blonde Console on Wheels	\$50 \$25
GE 21" Table Model	\$80 \$65
Philco 21" Console	\$60 \$30
Magnavox 21" Console	\$65 \$40
Westinghouse 21" Console	\$50 \$20
Philco 21" Console	\$75 \$60
Stromberg Carlson 21" Console	\$75 \$50
GE 21" on roll-around base, New picture tube	\$125 \$100
(5) Bone Pile TV's—your choice We don't have time to list 'em	\$5

NEW Washer-Dryer		New 14 Cu. Ft. Refrigerator Freezer	
	\$336		\$258

MISCELLANEOUS	
James Dishwasher	\$50 \$25
Kenmore Range	\$60 \$50
4 Gas Ranges—your choice Apt. size to 36" size	\$30 \$15

HAPCO.
Fred's Home Appliances
Tenth & Main Ph. 884-8183

'Baby Forever' Desires Age Before Maturity

By ANN LANDERS
Dear Ann Landers: How old does a girl have to be before she can (a) go out on a date; (b) shave her legs; (c) wear heels and nylon stockings; (d) make her own decisions?
—A BABY FOREVER
Dear Baby: You're permitted after a girl reaches high school—and this means B. It depends on what's there. C. See answer to (a). D. What decisions?
You're welcome. — Ann Landers

Dear Ann Landers: Jason and I have been married 10 years. We have always wanted a family but for some reason I couldn't get pregnant. After going to a fertility clinic for two years I finally got

Lake Chief Reports On Arrests

LAKEVIEW — In the monthly report of activities to the Lakeview Town Council for January, 1965, Police Chief Jack Patchell shows the following arrests, drunk, seven; minor drunk in public, one; disorderly conduct, three; vagrancy, three; juveniles referred to the juvenile office, four.

Traffic citations were for basic rule, two; defective equipment, seven; no operator's license, one; driving while suspended, one; expired vehicle license; failure to yield right-of-way, one; parking violations, six.

Investigations were concerned with police incident calls, 48; fires for January, silent call, one; FBI cases pending, one; Police overtime amounted to 113 hours; police reserve time, 40 hours; bail and fines, \$158.90.

The police chief also reports a special meeting held with school officials and juvenile officials in regard to student relationship with city police.

A compilation of statistics for the year 1964 showed arrests for drunkenness, 76; minors in possession, 20; vagrancy, 25; juveniles referred to the juvenile office, 47; disorderly conduct, 17; petty larceny, four; warrants, four; juveniles detained by police, 78; stolen autos recovered, three.

In the traffic division there was violation of basic rule, 46; defective equipment, 21; no operator's license, 29; eluding police officer, two; driving under influence of alcohol, seven; reckless driving, four; PUC violation, one; stop signs, parking, improper turns, etc., 77.

Solons Halt Testimony On Compensation Bill

SALEM (UPI)—Action on proposed workmen's compensation revision reached the policy-making stage today with a temporary halt to public testimony. The House Labor and Industries Committee was prepared to work into the night Wednesday, if necessary, to decide on the framework of a compensation bill. Its decisions will be incorporated into the bill proposed by the Committee for Fair Workmen's Compensation that bill is now before the house committee. Opponents and supporters of the proposed bill agree that there will be some form of "three way coverage" and an increase in benefits. Organized labor and claims attorneys are fighting to keep a provision for jury trial on appeal of benefits. The proposed bill sets up a system of hearing officers and appeal through administrative channels. Rep. Edward Whelan, D-Portland, called that feature "the greatest political bonanza any appointing authority could ever have" in testimony before the committee Monday.

Whelan, a Portland labor leader and a member of the committee, said the hearing officers should be appointed on the basis of competitive examination, if they are going to be approved. "But he suggested that the jury trial be kept for another four years "as a watchdog on this administrative monster." "I'm sure that some three-way compromise will be the result of this session of the legislature," he said unapologetically. "I do not like this bill, but we're in a position where something has to be done. We cannot sit for another session and not do something about the benefit schedule."

The "three way" proposal allows an employer to insure against employee injuries through the state accident fund, a private insurance carrier, or carry self-insurance.

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A MESSAGE IN THE PUBLIC INTEREST
about repeal of the 1913 Excess Freight Train Crew Law
being considered by the 1965 Oregon Legislature
(House Bill 1198)

ONLY 2

WESTERN STATES HAVE EXCESS FREIGHT TRAIN CREW LAWS!

TIMES HAVE CHANGED SINCE 1913

Freight trains may operate all the way to Oregon from the midwest and south with a four-man crew. When they reach the Oregon border, they must stop and take on two more crew members. Sounds silly, doesn't it? It is silly.

Back in 1913 (before the first World War), a law was passed in Oregon which specified the minimum size crew for freight trains. Although 1965 railroad equipment and operations are as far removed from their 1913 ancestors as the Thunderbird is from the Model-T Ford, the old law is still on the books and freight trains in Oregon must carry two extra men.

THE CONSUMER PAYS THE FREIGHT!

The 1913 Excess Freight Train Crew Law works an unnecessary burden on the entire economy of Oregon. Repeal of the law by passing HB 1198 will make it possible for Oregon railroads to achieve substantial operating economies. These savings will inevitably benefit Oregon shippers and help keep Oregon competitive with neighboring states. In all the nation, only four other states have laws requiring six-man crews on freight trains.

What about safety?

Back in 1913, handbrakes were a means of assisting the engineer in controlling speed of freight trains—and handbrakes took manpower. Nowadays all rail cars are equipped with air brakes, which the engineer controls by a single valve. If the fireman (who now has no fires to tend) is eliminated on freight locomotives there will still be two men in the cab to keep a lookout—the same as on passenger trains. Impartial agencies have determined that firemen and third brakemen are not necessary for safety.

Railroad job security will be protected

Repeal of the Excess Freight Train Crew Law will not impose hardship on railroad labor. A Federal Arbitration Award requires railroads to retain in their employment all full-time firemen with more than two years' seniority. Those with less seniority would receive as much as three months' severance pay for one year or more of service.

Under collective bargaining agreements and written commitments to the unions, Oregon railroads will retain in their employment all full-time firemen employed as of January 25, 1964.

Jobs will be eliminated only as the affected employees are promoted, resign, retire, die, or leave railroad service for other reasons.

THE RAILROADS OF OREGON

Great Northern Railway S. P. & S. Railway Company
Northern Pacific Railway Southern Pacific Company
Northern Pacific Terminal Co. Union Pacific Railroad Company

Paid Advertisement Oregon Railroad Association, L. G. Miller, Manager, Henry Building, Portland, Oregon

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