

DEATHS

FUNERALS TOMORROW

BAILEY, MRS. ADA LAPHAM — Greater New Galilee Baptist Church, WBR St., at 8 p.m.

BANKSTON SR., CLYDE — Seale Funeral Home, Livingston, at 2 p.m.

OWENS, ELDRIDGE ANTHONY — Greater Mt. Carmel Baptist Church, at 8 p.m.

WALKER, TERRIANE DENISE — FRANCIS — Whitfield Funeral Home, North Chapel, 7221 Plank Road, at 8 p.m.

WASHINGTON, MRS. CORA LEE — McKown Baptist Church, at 8 p.m.

FUNERALS TOMORROW

KENNEDY, MICHAEL W. — Rabenhorst Funeral Home East, 11000 Florida Blvd., at 9:30 a.m. Graveside services at Immaculate Heart of Mary Catholic Church, Cemetery, Maringouin, at 11 a.m.

PIMON JR., JOE — St. Joseph Catholic Church, Ponchatoula, at 11 a.m.

REULET, RITA MAE BUCHER — Mass of Christian Burial at Our Lady of Mercy Catholic Church, at 10 a.m.

ROBERTSON, ROSA MOSES — Israelite Baptist Church, at 8 p.m.

WEISGERBER, DOROTHY LAWRENCE — Wilbert Funeral Home, Port Allen, at 10 a.m.

Lewis, Woodville, Miss. Preceded in death by parents, and a sister, Mrs. Francis McConnel. He attended LSU, was cadet colonel and a member of Kappa Alpha Order. He was a 1930 graduate of the United States Naval Academy, Annapolis, Md., having graduated number one in his class and was regimental commander.

KENNEDY, MICHAEL W. Died at 5 p.m. Friday, Jan. 13, 1989, at Our Lady of the Lake Regional Medical Center. He was a native of Columbia and resident of Maringouin. Visiting at Rabenhorst Funeral Home East, 11000 Florida Blvd., 3 to 8 p.m. Sunday, and 8 a.m. to religious services at 9:30 a.m. Monday. Graveside services at 11 a.m. at Immaculate Heart of Mary Catholic Church Cemetery, Maringouin. Survived by niece, nephews, great and great-niece and nephews. Preceded in death by wife Icy G. Kennedy. He was a member of Immaculate Heart of Mary Catholic Church, Knights of Columbus Council No. 2807, Carpenters Local No. 1098.

OWENS, ELDRIDGE ANTHONY Died Wednesday, Jan. 11, 1989, at his residence in Atlanta, Ga. He was 31, a native of Baton Rouge. He was a 1973 graduate of Scottlandville High School and a U.S. Navy veteran. Visiting at Greater Mt. Carmel Baptist Church, 5 p.m. to religious services at 8 p.m. Sunday, conducted by Dr. K.E. Popple. Burial at 11 a.m. Monday. Burial in Southern Memorial Gardens. Survived by wife, Raynette J. Owens; mother, Lucille E. Huggins, Baton Rouge; two daughters, Tiffany Owens, Baton Rouge, and Justice Owens, Atlanta; two stepdaughters, Katrina Huggins and Kendra Johnson, both of Atlanta; a brother, Eran Andre Owens, Shaw Air Force Base, S.C.; a sister-in-law, Kaikita C. Owens, Shaw Air Force Base; three brothers-in-law, maternal grandfather, Jeff Emery Sr., Baton Rouge; mother-in-law Georgia E. Smith, New Orleans; grandmother-in-law, Victoria Thomas, New Orleans; three godparents; three aunts; three uncles; other relatives and friends. Preceded in death by maternal grandmother, Lubertha Q. Emery. He was a member of Thankful Baptist Church, Atlanta.

REULET, RITA MAE BUCHER Died 3:30 p.m. Saturday, Jan. 14, 1989, at Our Lady of the Lake Regional Medical Center. She was 65, a native of Poplar Bluff, Mo., and resident of Baton Rouge for 43 years. Visiting at Rabenhorst Funeral Home East, 11000 Florida Blvd., 2 to 9 p.m. Sunday, and 8 a.m. to 9:40 a.m. Monday. Mass of Christian Burial at Our Lady of Mercy Catholic Church, at 10 a.m. Monday, conducted by the Rev. Alvin Morrong. Recitation of rosary at 7 p.m. Sunday. Burial in Resthaven Garden of Memory. Survived by husband, Woodrow Wilson Reulet; three daughters, Susan Reulet, Carol Reulet, and Lisa Reulet; Reulet Ours and Rita Mae Reulet, both of Baton Rouge; three sons, Steven A. Reulet Sr., Baton Rouge, Paul W. Reulet and Daniel A. Reulet, both of Plaquemine; four sisters, Teresa Butzen, Streator, Ill., Lena Lott, Chesterfield, Mo., Norma Aubuchon and Martha Knoppe, both of Poplar Bluff; a brother, Paul Reulet, Baton Rouge; five granddaughters, Julie Carlisle, Dawn Ours, Monique, Charlotte, and Madejra Reulet; ten grandsons, Brian, Allen, and Mark Carlin, John and Ray Ours, James Rome, Steven Reulet II, Charles, Logan and Justin Reulet. Pallbearers will be nephews and grandsons. Preceded in death by parents, John K. and Bertha W. Bucher, and a brother, Albert Bucher. She was a member of Our Lady of Mercy Catholic Church and Legion of Mary. Family requests memorial donations be made to Our Lady of Mercy Catholic Church, 465 Marquette Ave., 70806-4497, or American Kidney Fund.

WENIGER, DOROTHY LA WENIGER Died 2:30 a.m. Friday, Jan. 13, 1989, at Our Lady of the Lake Regional Medical Center. She was a native of Alexandria and resident of Erwinville. Visiting at Wilbert Funeral Home, Port Allen, 4:30 to 8 p.m. Sunday and 8 a.m. until religious services at 10 a.m. Monday, conducted by Monsignor Robert Bergman, Baton Rouge. Resthaven Garden of Memory, Baton Rouge. Survived by husband, Conrad Weisgerber, Erwinville; a stepdaughter, Connie Albarado, Baton Rouge; a stepson, Charles Weisgerber, Culver City, Calif.; two sisters, Cora Lee Roy, New Roads, and Ida Marie Levech, Virginia; a granddaughter, Sharon Manning, Baton Rouge; and two grand-grandchildren. Preceded in death by a daughter, Bonnie Whitfield.

BANKSTON SR., CLYDE Died 2 a.m. Saturday, Jan. 14, 1989, at Seventh Ward Hospital, Hammond. He was a native and resident of Holden. He was a retired Ideal Cement Co. employee and a U.S. Navy veteran of World War II. Visiting at Seale Funeral Home, Livingston, 8 to 10 p.m. Saturday and 8 a.m. to religious services at 9 p.m. Sunday, conducted by the Rev. Berky Boyd and the Rev. Carl Rushing. Masonic services at 7 p.m. Saturday. Burial in Lard Cemetery, Holden. Survived by wife, Margie H. Bankston; two daughters, Clara Osborne and Barbara Hodges, both of Holden; two sons, Kenneth W. and Clyde Bankston Jr., both of Holden; four sisters, Nina Mitchell and Ollie Stafford, both of Holden; Clara Breshears and Stella Wascro, both of Hammond; two brothers, Casey and John "Pete" Bankston, both of Holden; nine grandchildren; and a great-grandchild. Preceded in death by parents, John and Lydia Bankston; a son, Lester P. Bankston; five brothers, Marshall, Walter, Watson Kemp, Arthur, and Sam Bankston; three sisters, Edna Hernandez, Lydia Gaidroz, and Idell Grantham. He was a member of St. James Baptist Church, Holden, Masonic Lodge No. 448, Albany, and Order of Eastern Star, No. 235, Livingston.

FELTUS, MRS. MARY EDYTH K. (L. BODDES JR.) Died 6 a.m. Saturday, Jan. 14, 1989, at family residence in Baton Rouge after a lengthy illness. She was a native of Plaquemine. Arrangements are incomplete at Welsh Funeral Home, Garden City Chapel.

JACKSON JR., ANDREW MCBURNEY Died 4:30 a.m. Wednesday, Jan. 11, 1989, in Annapolis, Md. He was 81, a native of Baton Rouge and resident of Annapolis. He was a retired U.S. Navy vice admiral, having entered the Navy as an ensign, went to the U.S. Naval Air Station in Pensacola, Fla., and became a naval aviator. During World War II he was a naval fighter pilot, commander of a naval fighter squadron, and served on several aircraft carriers in the Pacific Theater. Religious services were held at United States Naval Academy, Annapolis, Md., 11 a.m. Thursday. Burial was in Annapolis, Md., with full military honors. Survived by wife, Bertha Louise "Laws" Jackson, Annapolis; a daughter, Mrs. Beverly Young, Cambridge, Mass.; two granddaughters, Juliet Young and Karen Young, both of Cambridge; and a son, Mrs. John Smith (Juliet Jackson).

Commission working on proposals to untangle state pension systems

By John LaFrambo/
Capital News Bureau

A resurrected Louisiana Pension Commission has begun looking into the state's tangled public pension setup with an eye toward proposing improvements during the spring regular legislative session.

Commission members will spend the next three months looking closely at specific problems associated with administration, investment policies and benefit structures of the state's retirement systems.

However, State Treasurer Mary Landrieu, who chairs the commission, said some of the problems confronting the debt-ridden retirement systems may take years to study.

"We must continue until we can really knock out our \$7.5 billion unfunded liability, and we're not going to do that overnight," Landrieu said.

"We need people who are going to be vigilant on that subject," she said.

The 14-member panel is composed mostly of administrators of the 13 public retirement systems that provide pension benefits for state employees, school employees, local government workers and elected officials.

A few other government agencies, such as the governor's office, also are represented, and some outside researchers and pension experts from private industry have been appointed.

The commission was created several years ago but remained dormant for lack of interest.

Landrieu hopes the new body, revived last year after state officials began to take seriously the cost of the retirement debt, will create "an atmosphere of frank debate" about pension problems.

Trawler runs aground



A Royal Air Force helicopter lowers a crewman onto the trawler Big Cat after the ship ran aground in high winds off the southwest coast of Bogenish Island, Ireland, Friday. Eleven crew members were rescued, but the Big Cat's captain, chief engineer and boatswain were swept overboard and presumed drowned after the vessel struck rocks in Valentia harbor.

\$1.7 million penalty proposed for Marine Shale Processors

The state proposed a \$1.7 million penalty against Marine Shale Processors Friday, alleging a number of violations in the way the firm handles hazardous waste.

The company is "discharging hazardous waste leachate" onto neighboring property and into Bayou Bouff, according to the penalty notice from the Department of Environmental Quality.

The company, located in Amite, has failed to "minimize the possibility of a fire" or explosion, and reported six fires at the site last year, the document states.

MSP has "failed to properly manage" one tank used to store ignitable hazardous waste, by using the tank "as a helicopter landing pad," the penalty notice says. Among other things, DEQ requires that the "tank must be managed so that the structural integrity of the tank is not damaged."

The company is storing hazardous waste in a hopper, a railcar, and in the "truck parking/dolly-down area," DEQ says. Some tanks don't have sufficient freeboard "to prevent overtopping by waves or wind action or by precipitation."

Some of the aggregate produced by the firm "fails to meet the treatment standards" in state regulations and notice says. Among other things, DEQ requires that the "tank must be managed so that the structural integrity of the tank is not damaged."

Elizabeth Meggison of DEQ said the company reported it is not selling that material, but intends to run it back through its kiln.

An MSP attorney declined to comment on the specifics of the penalty notice, saying the company had not been served with the document as of Friday evening.

The attorney, George Eldredge, did accuse DEQ of "seeking publicity and trying to prove how bad they are when they don't know how bad they're doing."

From what he has heard, the allegations sound "technical in nature and surely don't warrant a proposed fine," Eldredge said.

DEQ says some of the violations reflect "a high degree of recalcitrance, defiance and indifference to regulations, and/or resulted in discharges which created a potential risk to human health or the environment, and/or were reflective of a pattern of repeated non-compliance."

In a number of the allegations, DEQ says the problems were noted in previous inspections. The current allegations come from three days of inspections in October.

MSP is currently contesting a \$2.8 million penalty issued by DEQ in October and has been involved in a court battle with DEQ over a hearing the agency proposed to hold to address the question of whether MSP is a recycler or a hazardous waste handler.

comment on the specifics of the penalty notice, saying the company had not been served with the document as of Friday evening.

The attorney, George Eldredge, did accuse DEQ of "seeking publicity and trying to prove how bad they are when they don't know how bad they're doing."

From what he has heard, the allegations sound "technical in nature and surely don't warrant a proposed fine," Eldredge said.

DEQ says some of the violations reflect "a high degree of recalcitrance, defiance and indifference to regulations, and/or resulted in discharges which created a potential risk to human health or the environment, and/or were reflective of a pattern of repeated non-compliance."

In a number of the allegations, DEQ says the problems were noted in previous inspections. The current allegations come from three days of inspections in October.

MSP is currently contesting a \$2.8 million penalty issued by DEQ in October and has been involved in a court battle with DEQ over a hearing the agency proposed to hold to address the question of whether MSP is a recycler or a hazardous waste handler.

DEQ says some of the violations reflect "a high degree of recalcitrance, defiance and indifference to regulations, and/or resulted in discharges which created a potential risk to human health or the environment, and/or were reflective of a pattern of repeated non-compliance."

In a number of the allegations, DEQ says the problems were noted in previous inspections. The current allegations come from three days of inspections in October.

MSP is currently contesting a \$2.8 million penalty issued by DEQ in October and has been involved in a court battle with DEQ over a hearing the agency proposed to hold to address the question of whether MSP is a recycler or a hazardous waste handler.

DEQ says some of the violations reflect "a high degree of recalcitrance, defiance and indifference to regulations, and/or resulted in discharges which created a potential risk to human health or the environment, and/or were reflective of a pattern of repeated non-compliance."

In a number of the allegations, DEQ says the problems were noted in previous inspections. The current allegations come from three days of inspections in October.

MSP is currently contesting a \$2.8 million penalty issued by DEQ in October and has been involved in a court battle with DEQ over a hearing the agency proposed to hold to address the question of whether MSP is a recycler or a hazardous waste handler.

DEQ says some of the violations reflect "a high degree of recalcitrance, defiance and indifference to regulations, and/or resulted in discharges which created a potential risk to human health or the environment, and/or were reflective of a pattern of repeated non-compliance."

In a number of the allegations, DEQ says the problems were noted in previous inspections. The current allegations come from three days of inspections in October.

MSP is currently contesting a \$2.8 million penalty issued by DEQ in October and has been involved in a court battle with DEQ over a hearing the agency proposed to hold to address the question of whether MSP is a recycler or a hazardous waste handler.

DEQ says some of the violations reflect "a high degree of recalcitrance, defiance and indifference to regulations, and/or resulted in discharges which created a potential risk to human health or the environment, and/or were reflective of a pattern of repeated non-compliance."

In a number of the allegations, DEQ says the problems were noted in previous inspections. The current allegations come from three days of inspections in October.

MSP is currently contesting a \$2.8 million penalty issued by DEQ in October and has been involved in a court battle with DEQ over a hearing the agency proposed to hold to address the question of whether MSP is a recycler or a hazardous waste handler.

DEQ says some of the violations reflect "a high degree of recalcitrance, defiance and indifference to regulations, and/or resulted in discharges which created a potential risk to human health or the environment, and/or were reflective of a pattern of repeated non-compliance."

In a number of the allegations, DEQ says the problems were noted in previous inspections. The current allegations come from three days of inspections in October.

MSP is currently contesting a \$2.8 million penalty issued by DEQ in October and has been involved in a court battle with DEQ over a hearing the agency proposed to hold to address the question of whether MSP is a recycler or a hazardous waste handler.

DEQ says some of the violations reflect "a high degree of recalcitrance, defiance and indifference to regulations, and/or resulted in discharges which created a potential risk to human health or the environment, and/or were reflective of a pattern of repeated non-compliance."

In a number of the allegations, DEQ says the problems were noted in previous inspections. The current allegations come from three days of inspections in October.

Hearing on proposed work ban concludes

By Marsha Shaler/
Capital News Bureau

An administrative hearing in which a Baton Rouge engineering firm is fighting a proposed three-year ban on federal highway work ended here Friday after three days of testimony that included testimony by former Gov. Edwin Edwards.

No ruling is expected for several weeks in the Federal-Highway Administration's debarment proceedings against Dawson Engineers, Inc.

Dawson is fighting the action, which stems from the firm's close ties to Edwards' former aide, Wayne Ray, who is in jail on a federal extortion charge. Ray pleaded guilty last June to extorting money from Dawson and Roland W. Laurent & Associates, also of Baton Rouge, in return for helping them obtain state highway contracts.

Washington-based attorneys represented both sides during the hearing, which included witnesses, introduction of grand jury testimony that had not been released previously and evidence submitted in federal court in connection with Ray's guilty plea.

Among the witnesses called by the FHWA were Bill Jack, who chaired the Department of Transportation and Development's engineers selection committee at the time in question; J.L. Was, DOTD deputy secretary; Robert Groves, U.S. Department of Transportation, Office of Inspector General; and Blaise Carriere with Howard, Needles, Tammen and Bergendoff.

The Washington law firm of Miller, Cassidy, Larroca & Lewin, representing Dawson, called Edwards; Fred Lieux, president/owner of Dawson; Richard Shread, vice president of Dawson; and Greg Falgout, an employee of Laurent & Associates.

Lieux and Shread earlier filed written declarations, with federal officials claiming their firm engaged in no illegal dealings with Ray to get government work. Edwards backed their claims in a two-page statement of support filed with federal officials.

Key to Dawson's defense is that it never made any payments to Ray and that Dawson did not need a go-between to get to the governor. Edwards backs up the latter claim.

According to court records, Dawson and Laurent — between March 1984 and June 1987 — paid Ray approximately \$54,000 in cash, covered more than \$10,000 in charges made on credit cards provided Ray, provided him use of two leased automobiles on which payments exceeded \$19,000, and provided him unsecured loans of approximately \$40,000.

Edwards contends he alone made decisions on which firms would get engineering contracts. But Edwards' declaration is contrary to testimony presented by the prosecution in connection with Ray's guilty plea to the extortion count.

In a letter to Dawson, FHWA debarment official Ronald E. Hefetz said the three-year work ban was being sought "because of the serious nature of the conduct and the obligation to safeguard the federal interest in free and open competition and to avoid misuse of funds."

The company had hoped the proceedings would be dropped based on written information and arguments submitted, but the FHWA proceeded to the administrative hearing stage.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

their claims in a two-page statement of support filed with federal officials.

Key to Dawson's defense is that it never made any payments to Ray and that Dawson did not need a go-between to get to the governor. Edwards backs up the latter claim.

According to court records, Dawson and Laurent — between March 1984 and June 1987 — paid Ray approximately \$54,000 in cash, covered more than \$10,000 in charges made on credit cards provided Ray, provided him use of two leased automobiles on which payments exceeded \$19,000, and provided him unsecured loans of approximately \$40,000.

Edwards contends he alone made decisions on which firms would get engineering contracts. But Edwards' declaration is contrary to testimony presented by the prosecution in connection with Ray's guilty plea to the extortion count.

In a letter to Dawson, FHWA debarment official Ronald E. Hefetz said the three-year work ban was being sought "because of the serious nature of the conduct and the obligation to safeguard the federal interest in free and open competition and to avoid misuse of funds."

The company had hoped the proceedings would be dropped based on written information and arguments submitted, but the FHWA proceeded to the administrative hearing stage.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

"Debarment would cause Dawson Engineers to go out of business," the attorneys said in pleadings filed with federal officials.

During the proceedings, Dawson remains on suspension — meaning it cannot seek any new federally funded highway work.

Dawson's attorneys earlier said the temporary suspension is having a severe economic impact on the firm and that the work ban "would eliminate virtually all of Dawson's business."

12-HOUR SALE!

Fans, Vacs and Lamps Drastically Reduced!

WHITE/BRASS
CEILING
HUGGER

• 3 Speed
• Reversible
• Light Adjustable

Prior Sales Excluded!

EUREKA DELUXE UPRIGHT

"One of Eureka's Best!"

\$79

• Edge Cleaning • Large Motor for Long Life • Head Light

LAMPS!!

UP TO 50% OFF!

OVER 20 STYLES IN STOCK!

Brass • Ceramic • Crystal
TABLE • DESK • FLOOR
and MINIATURES

AS LOW AS

\$4.99

DAN'S FAN CITY

10015 Bayou Road, Baton Rouge, LA 70804
(504) 383-7555

All rights reserved under copyright. All content herein is copyrighted by NewsBank and/or its content providers.