

Church Head Says Lawsuits Part of Smear Campaign

Portland — (U.P.) — Thomas Wyatt, head of the Wings of Healing Church, today said a series of libel and fraud suits filed against him totalling nearly \$2,000,000 were part of "a highly organized smear campaign."

Wyatt and others associated with him in the internationally known religious sect, which has its world offices here, is accused of libel and fraud in three separate suits filed in Multnomah County Circuit Court.

"I have suffered in silence for months under the slanderous attacks of a few disgruntled people and though I was repeatedly advised to file suits against them I refrained from doing so in the belief that Christians should not sue one another in courts of law," he declared.

Largest Suit
The largest suit, amounting to \$1,500,000, was filed by Mr. and Mrs. Kent Wong, former China missionaries. They accused Wyatt of calling them Communists after they had filed an \$18,800 suit for breach of contract against him.

William D. Bennett, Portland realtor, charged in another suit that Wyatt had conspired with seven evangelistic brothers, the Jessups, to collect money for a revival tent, but the money raised was not used for that purpose.

A \$200,000 suit was filed by the Rev. John Warwick, who like the Wongs claimed that Wyatt had distributed circulars calling him a Communist.

Named defendants with Wyatt were Century Investment Corp., Century Advertising Co., Downtown Tabernacle Corp., and Wings of Healing Corp., all represented as Wyatt Enterprises; his wife, Evelyn, and his son, Max, and his publicity man, Jonathan E. Perkins.

Hills Creek Dam Site Staked Out

Portland — (U.P.) — Work on staking out the dam site area for Hills Creek Dam on the middle fork of the Willamette river is underway, according to Col. James U. Moorhead, Portland District Engineer.

Col. Moorhead said the dam site was being marked to allow the area to be logged. Logging of the remainder of the project site would be done as work on the dam demanded.

The engineer said he hoped to award the contract for construction of the Hills Creek diversion tunnel by the middle of February, and for the diversion tunnel for the Cougar Dam on the south fork of the McKenzie by May 1st.

The district has \$310,000 to continue planning and start construction of the Hills Creek project, which will cost an estimated \$22,000,000. It also has \$500,000 for planning and starting construction of the Cougar project, and \$100,000 to plan Green Peter Dam on the middle Santiam.

Final selection of a site for Green Peter remains to be made according to Col. Moorhead. It will be constructed within a five-mile stretch of canyon above the confluence with the south Santiam River.

The Cougar Dam will cost an estimated \$37,000,000 and will take about five years to build.

WALTER CHASE DIES
Detroit — (U.P.) — Walter M. Chase, 67, who retired as associate director of advertising for Parke, Davis & Co., Dec. 31, died of a cerebral hemorrhage here yesterday.

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Two Trucks Collide; No Injuries Listed

A pickup truck operated by Hans Albert Edwardsen, 49, of 211 Summit st., and a log truck and trailer operated by Kenneth Guy Bunn, 45, Sweethome, Ore., were involved in a collision at the intersection of Antelope and Agate rds., at about 11:50 a.m. Wednesday, according to state police.

Investigating officers cited Edwardsen for failure to transfer title and Bunn for failure to stop at a stop sign.

There were no injuries. Edwardsen's truck was badly damaged, and only minor damage to the log truck was reported.

Country's First Machine Tool Show Being Planned In Chicago Next Month

New York — (U.P.) — Saul Pollack, the P. T. Barnum of the industrial world, is putting on just about the greatest show on earth — a cast of 5000, a 14-acre stage, helicopter taxi service for visitors, and a production that will cost over \$20,000,000.

Chances are you'll never get to see this extravaganza. It will run for only two weeks. The people who want to see it made their reservations months ago.

Big Thing
Pollack, an impresario of industrial exhibitions for 25 years, is staging the country's first machine tool show since 1947 in Chicago next month. At the same time, he is putting on

probably the world's first automation show.

"It adds up to the biggest thing we've ever done — that anyone has done," said Pollack. "We expect an attendance of

Hurricane Speeded Insurance Payments

Crescent Beach, S.C. — (U.P.) — Insurance salesman Elbert Jordan says Hurricane Connie helped bring wind insurance premiums up to date.

Some 150 beach front residents who had been slow in paying premiums began rushing in their money two days before the storm swung along the coast, he said.

100,000, and we'll have about 420 companies exhibiting at the two shows."

From an office suite in midtown Manhattan Pollack and the staff of Clapp & Pollack have been working for 2½ years on plans for the industrial double-feature that will play Chicago Sept. 6-16.

At the same time they're deep in preparations for two other productions — the annual Plant Maintenance and Engineering Show in Atlantic City, N. J., next April.

While the average citizen probably would rather stay home and watch television than visit a Pollack exhibition, the shows are

high points of the year for thousands of manufacturers and businessmen. The exhibits inspire millions of dollars worth of equipment sales.

The exhibitions are generally pretty sober affairs but there is room for showmanship. Pollack decided it would be a nice touch to have a helicopter taxi bussing back and forth between the two Chicago shows, which will be

staged in arenas five miles apart.

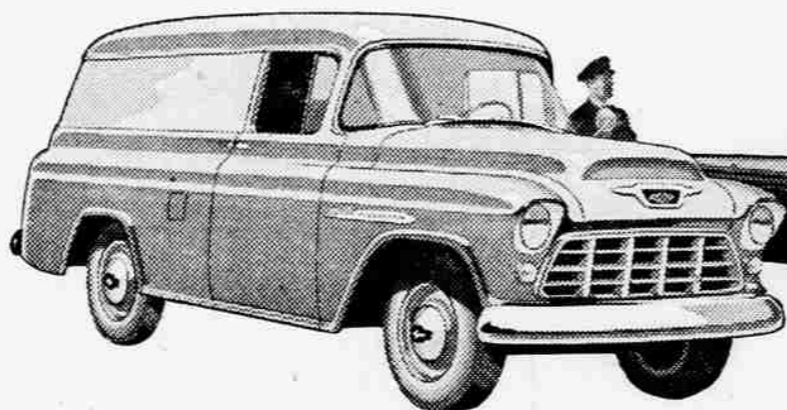
"One big difference between putting on this kind of show and

having to take care of the transportation and housing and feeding of the audience, too," Pollack said.

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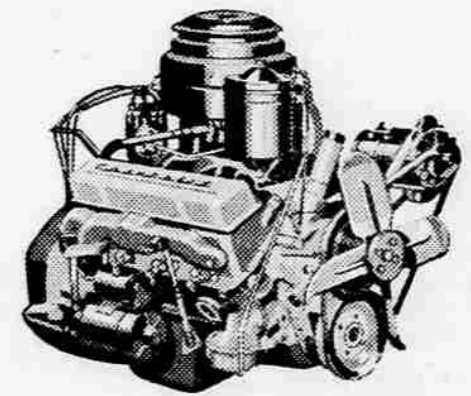
Here's why we say New Chevrolet *Task-Force* Trucks are the most Modern trucks for any job today!



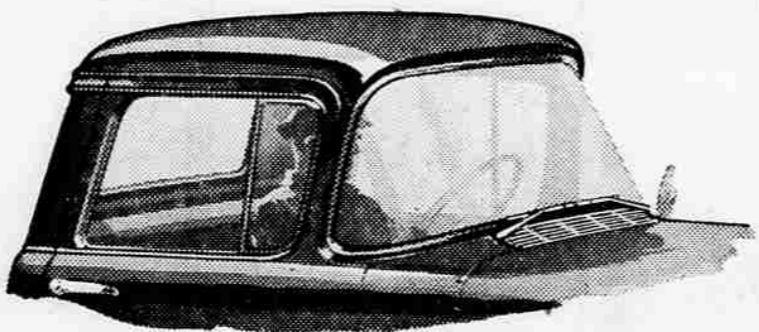
WORK-STYLED LIGHT- AND MEDIUM-DUTY MODELS have their own fresh, functional appearance. They're styled to say good things about you and your business.



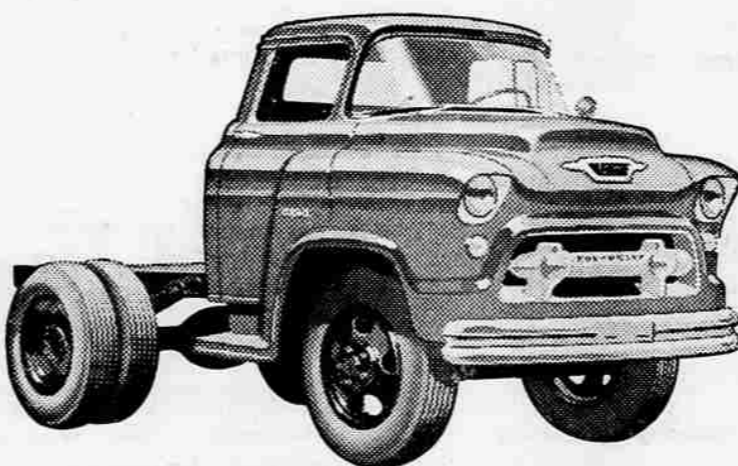
WORK-STYLED HEAVY-DUTY MODELS look every bit as husky and efficient as they are. Styling that fits the job is an advantage only new Chevrolet trucks offer!



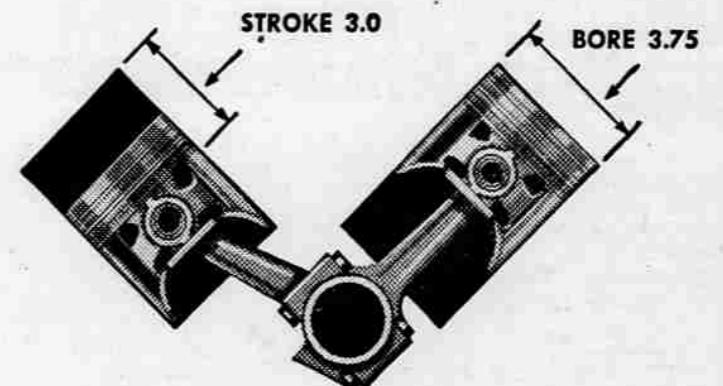
MOST MODERN V8's. New V8 is standard in the new Low Cab Forward, available at extra cost in all other models except Forward Control.



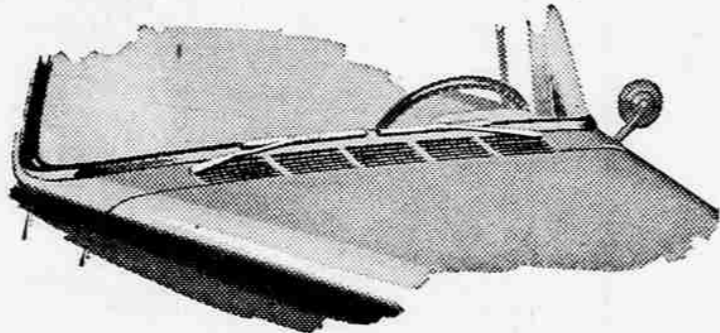
PANORAMIC WINDSHIELD sweeps around the corners to give you a wider, safer view of the road ahead. Rear and side windows are bigger, too, giving you increased visibility in all directions.



REVOLUTIONARY NEW L.C.F. (Low Cab Forward) is the successor to the C.O.E.! The new L.C.F.'s are much lower than former C.O.E. models yet they offer C.O.E. compactness and maneuverability.

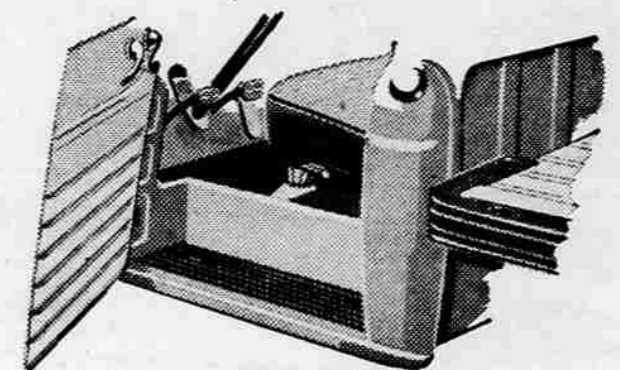


OVERSQUARE DESIGN is the mark of Chevrolet's modern truck V8's. The ultra-short stroke means less piston travel . . . less friction and wear.

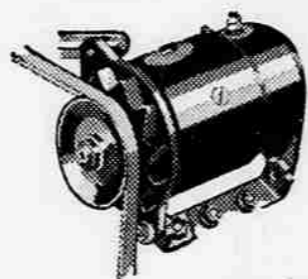


HIGH-LEVEL VENTILATION provides a more constant supply of outside air in all weather. Special air chamber prevents rain or snow from entering the cab.

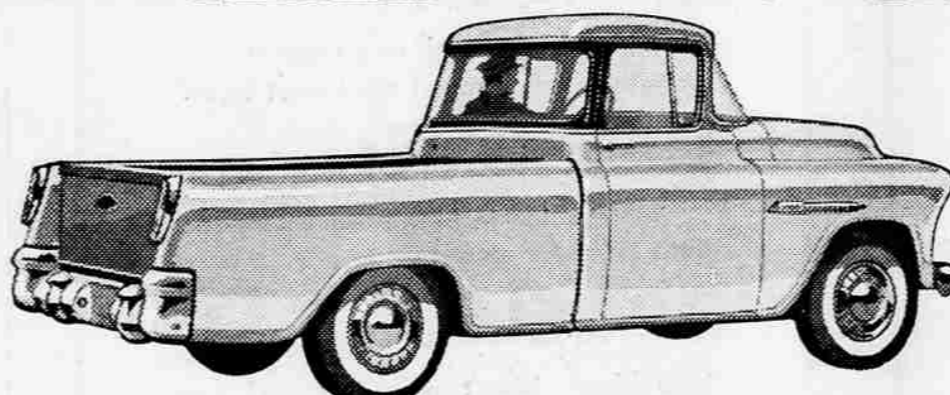
Plus . . . Five new high-compression valve-in-head sixes — the most advanced sixes in the industry! New, roomy Flite-Ride De Luxe cab—the truck driver's "dream cab!" New Full View rear window that sweeps clear around rear cab corners (optional at extra cost). A smoother, load-steady ride. New gas-saving Overdrive (an extra-cost option) offered on ½-ton models.



NEW CONCEALED SAFETY STEP is covered when the door is closed . . . stays clear of snow, ice and mud. You step in and out with greater safety regardless of the weather.



NEW 12-VOLT SYSTEM delivers double the punch for quicker starting and finer performance — and provides a greater electrical reserve.



NEW CAMEO CARRIER is the flagship of the Chevrolet truck fleet! It's the first truly beautiful truck ever built!

These are just a few of the reasons why new Chevrolet trucks are the most modern trucks for any job today. There are lots more. Come on in and see for yourself. See why these great new trucks will save you hours and dollars on the job—and why they'll put you way ahead when trade-in time rolls around. Come see why anything less is an old-fashioned truck!



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