

BAILS, FINES TOTAL \$1300 FOR JANUARY

Bails and fines collected by the police judge during January brought \$1300.50 to the city treasury, according to a month-end report presented to the city council Monday night by Chief of Police Earl Heuvel.

Parking violators continued to lead all other minor offenses with 284 tickets paid for over-time parking and other infractions. There were no serious automobile accidents and no deaths attributed to traffic.

Drunk Charges
One robbery was on the January report, four cases of burglary. Other reports were as follows: property stolen, 24; recovered, 5; missing persons, 5; located, 3; sick taken to hospital, 2; complaints, 1; autos recovered, 4; bicycles stolen, 7; recovered, 7; ball forfeited, 38; drunks, 104; disorderly conduct, 9; forgery, 1; vagrancy, 14; reckless driving, 1; arrests made, 185.

Ninety-five men and 10 women were picked up on drunk charges, 14 men and two women for being both drunk and disorderly. Traffic violators were mostly men, police observed, with but one woman as compared to 19 men arrested during

the month. There was one woman vag and 14 men arrested on the same charge. One deserter, one service man declared AWOL, one straggler and one held for military police, according to the month-end round-up.

Lt. Quillen, Son Of Portland Judge, Dies in Plane Crash

PORTLAND, Ore., Feb. 10 (AP)—Municipal Judge J. J. Quillen of Portland was notified by the war department Tuesday of the death of his son, John T., a second lieutenant, in the crash of a bomber near Sioux City, Ia., yesterday.

The victim was 28 and had only recently received his wings. Six others were killed and three injured.

Young Quillen, a law graduate, practiced with his father here before entering the service.

Courthouse Records

WEDNESDAY

Marriages
STRONG-STOKES, Orville V. Strong, 46, engineering inspector. Native of Washington, resident of Klamath Falls. Winifred Mabel Stokes, 39, housewife. Native of Idaho, resident of Los Angeles.

Justice Court
Elmer Ray Overson. Failure to stop at a stop sign. Fined \$5.50.

Buy it through the want-ads.

HIGH SCHOOL News Notes and Comment

By ANITA GWYN

Little Dolly Lee is in charge of the horoscope for the senior year book and is making a tour of the senior home rooms to find out pet expressions and ambitions, so be careful what you say to that little lady if you want to keep your skeleton in the closet to yourself.



War stamps and bonds will be on sale in the main hall Thursday, by the Klamath Knights. This organization is planning something big for the coming month, so be prepared for anything. Details will be announced later.

The Latin-America exhibit is on display in the freshman-sophomore library and may be viewed during a free period or during a study hall.

Plans are going on for "a big time assembly," according to Walter Eschebeck, advisor of the assembly committee. Doris Phillips is the chairman of the pro-

gram to be presented February 23, before the game with Medford.

Listen to Pelicana tonight (Wednesday) at 8:15. Something new has been added.

The girls' gym classes are going to do their stuff for several instructors from the University of Oregon. There is the possibility of a body building program starting next year if it is ordered.

COUNCIL HEARS REPORT ON FIRES

The usual overheated stoves and flues brought the city fire department trucks out on six separate occasions during the month of January, according to the report submitted to the city council Monday night by Fire Chief Keith K. Ambrose.

Eleven alarms, none false, were received during the month, with total fire loss set at \$4288.15. Of this amount, \$4119.40 was covered by insurance, Ambrose said. There were no deaths or injuries caused by fire.

Alarms came from 1 public building; 7 dwellings; 1 mercantile building; 1 dry cleaning establishment; 1 hotel. Listed by cause, electricity, 2; matches or careless smokers, 3; overheated flues, 3; overheated stoves, 3.

USE OF CHAINS ADVISED ON SUN MOUNTAIN ROAD

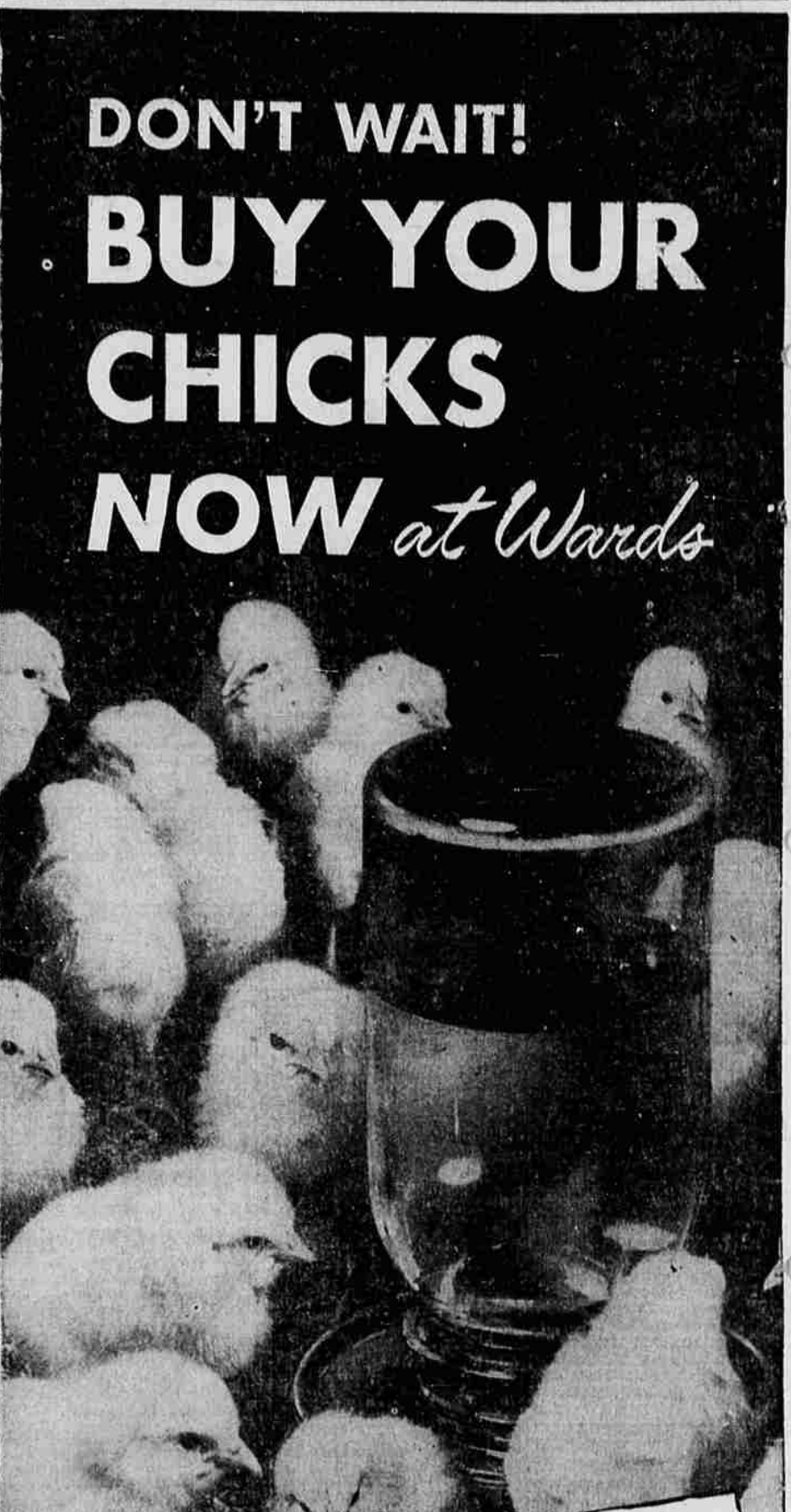
Motorists are advised to use chains on the Sun mountain stretch of The Dalles-California highway and to carry chains at all times when traveling other sections of mountain roads, according to George Sothman, district maintenance superintendent of the Oregon state highway department.

The Sun mountain snow gauge measured close to 10 feet Tuesday, according to Sothman who made a trip north to look over the road. Two giant Sno-Gos are working in the Chemult and Sun mountain areas, widening the highway for winter travel. A third Sno-Go is widening between Klamath Falls and the Ashland junction. Some sanding will be done in the northern section Wednesday, Sothman said.

Packed snow covers Bly and Quartz mountains but the road

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is in good winter driving condition, it is understood. Despite the heavy snowfall the depth does not equal the 13-foot record on Sun mountain, Sothman said.



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★ ★ ★ ★ MORE GOOD NEWS FROM THE PRODUCTION FRONT ★ ★ ★ ★

"Production, Production - and More Production!"

GENERAL MOTORS REPORTS ON ITS FIRST FULL YEAR OF WAR ACTIVITIES

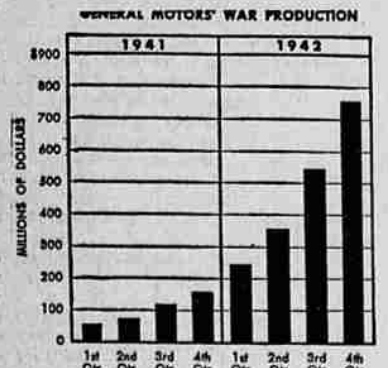
FIRST, AN APPRECIATION . . .
While the figures and statistics shown below are impressive, they do not tell the full story. They do not show, for example, the cooperation we have had from Army and Navy officials at every step of our progress toward the record production already achieved. Nor do they indicate the fine spirit of cooperation shown by our suppliers and subcontractors, on whom we rely for so much of the work.

They cannot convey an adequate picture of the eagerness of hundreds of thousands of General Motors men and women to back the courage and determination of our fighting men with an ample supply of the most effective fighting weapons in the world. They cannot give even a hint of the initiative displayed by our engineers and mass-production technicians in effecting manufacturing economies and efficiencies which have resulted in the saving of critical war materials and manpower, and which have already made possible price reductions amounting to hundreds of millions of dollars.

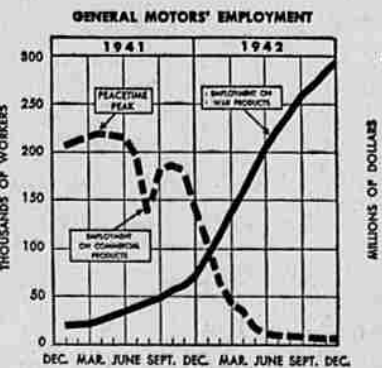
1940 and 1941 were years of defense production and of planning for the possibility of war. Pearl Harbor found this defense production well under way. With the declaration of war and the call for "all-out" war effort, General Motors concentrated its entire organization and all its facilities on war production.

The tremendous job ahead at the threshold of 1942 called for the "know-how" of all our engineers, designers, mechanics and managers, skilled and experienced in mass production. It required the retooling and rearranging of all our plants for maximum production of war products. It meant designing and building new machines, and tools to make them—training skilled hands to perform new tasks, and teaching the unskilled—building employment and payrolls to unprecedented peaks—organizing and enlisting the support of our network of thousands of suppliers and subcontractors. It also meant establishing and operating training schools to teach thousands of men in the armed

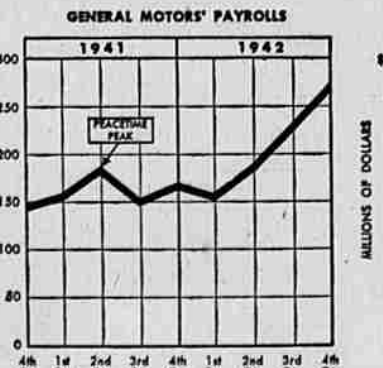
forces how to properly service and maintain General Motors-built war equipment. Now at the beginning of 1943 these basic tasks have all been accomplished, and during their accomplishment General Motors plants made and delivered a mighty, rising tide of war materials. That tide continues to rise with mass-production technique swinging into full stride.



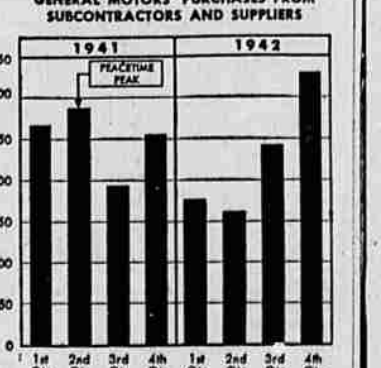
We regret that for military reasons we cannot report the number of guns, tanks, planes, shells, armored cars, trucks, Diesel engines for submarines and other uses, airplane instruments and hundreds of other items made and delivered by General Motors. We can say that in dollar value they totaled approximately \$1,000,000,000—almost two billion dollars—in the year 1942 alone.



In June 1941, factory employment was 250,000—an all-time high. Since then, 50,000 replacements have been made, largely to replace men who have gone into the armed services, and 49,000 additional workers have been hired. To the 34,000 strikers employed in June 1941, 17,000 have been added. At the end of 1942 General Motors' employment reached 370,000—46,000 above the previous peak. It is anticipated that 100,000 will be added.



General Motors' payrolls, like General Motors' employment figures, are at an all-time high in our 105 plants in 48 communities and 13 states—and five plants in Canada. The December 1942 payroll was \$88,000,000. This was 45% more than the peacetime peak in June 1941. The total General Motors payroll for 1942 was \$839,000,000—28% more than in 1941—the highest previous year.



The fastest, most effective way to distribute war work among the greatest number of producers is primarily through larger industrial organizations who have technical staffs available and who are accustomed to working with suppliers and subcontractors. Purchases from subcontractors and suppliers in the fourth quarter of 1942 were \$30,000,000, compared with the peacetime peak of \$288,000,000 in the second quarter of 1941.

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