



SMART, SLEEK LINES accentuated by new jet-tube taillights and a new chrome molding through the center of the rear fender line are featured in the 1953 Ford Customline Fordor sedan. Outstanding mechanical feature is a new "miracle-ride" which brings to the high volume field for the first time the smooth riding characteristics of heavier, costlier cars. The new Fords are now on display at Balsiger Motors.

Store Sales Show Increase

WASHINGTON (AP)—Department store sales, which have been running below the volume of last year, climbed slightly above the 1951 level last week. This was reported Thursday by the Federal Reserve Board. It said in the four weeks ended Dec. 6 department store sales were 2 per cent under the comparable 1951 period, but that last week they were one per cent above the corresponding week last year. In New York and San Francisco sales last week were below 1951 volume; in the 10 other federal reserve districts they were higher.

MAY CATCH SMUGGLERS

SINGAPORE (AP)—Small craft engaged in smuggling goods and illegal immigrants into Singapore may in the future have to pierce a radar screen ringing the island. The government is considering establishing a radar station atop a hill overlooking Singapore harbor, the newspaper Sunday Standard reported recently. The station would be in contact with police patrol craft by radio.

General Tells Corregidor Surrender

NEW YORK (AP)—Lt. Gen. Jonathan M. Wainwright testified Friday a Japanese threat to slay more than 10,000 American troops who had surrendered on Corregidor forced him to surrender all American and Philippine forces in the islands May 6, 1942. "I realized I'd have to do it," he said, "or the blood of all those men (on Corregidor) would be on my head." The general, left in command of American forces in the Philippines after Gen. Douglas MacArthur was transferred to Australia, testified under subpoena as a defense witness in the federal court treason trial of John David Provozo. The former American Army sergeant was among Americans taken

prisoner on Corregidor. Wainwright, now retired, still showed the effects of hardships he endured as a prisoner of the Japanese. Normally slim, he appeared wan and carried a cane. He was assisted to the witness stand. The general said the Japanese told him they would not accept surrender of his forces on the island fortress of Corregidor unless he surrendered all American troops throughout the island. General Wainwright recounted in detail the odds and hardships faced by the American troops. He said after the Japanese took the Bataan peninsula they started shelling Corregidor. The Americans, he said, had on half ra-

tions or less. "The men were weak and the incessant pounding had shaken their morale somewhat," he said. "I saw no actual cowardice, but a man can't stand any more—that's all there is to it." He said that even after the American troops on Corregidor ceased firing the Japanese "kept firing all day and all night." The government Thursday charged its case against Provozo. The former sergeant is charged with assisting his Japanese captors and with betraying Capt. Burton C. Thomson to his death before Japanese prison camp executioners. General Wainwright said that although he had seen Provozo, he did not know the man. He said Provozo had been a mess sergeant at Karenta, Formosa, but "I had no contact with him." The witness said his hearing had been impaired by the bursting of a "large shell on Corregidor." He said that after the fall of Corregidor the Japanese discovered "we had dumped \$15 million, that's \$30 million in Philippine pesos, into Manila Bay." He said he notified the Treasury Department of the location, and turned it over to the Philippine government.

'Convertiplane' Progress Told

By VERN HAUGLAND PHILADELPHIA (AP)—Aircraft which take off and land like helicopters but fly like airplanes are practical and ready for development, leaders in a new field of aviation said today. Speakers at a "convertible aircraft congress" disclosed here that the hybrid "convertiplanes" can make flying cheaper, faster—and much safer. One of them, Dr. J. A. J. Bennett, an engineer with Hillier Helicopter Corp. of Palo Alto, Calif., also proposed the use of short-haul jet-powered helicopters as aerial tug.

Bennett said helicopters, already able to carry a load well in excess of their own weight, can be used to pick up airplanes from rooftops or ship decks and launch them, or to catch them as they come in. He said they can be used in landing areas, much as harbor tug-boats bring huge liners into port or lead them out again to sea. And Gerard P. Merrick, president of Convertiplane Corp. of New York City and builder 20 years ago of the first aircraft to "fly both ways"—like a helicopter and like an airplane—said the true convertiplane "will soon be a reality." "We know from our own data and experience that with a little encouragement we could in a few months provide the prototype of new kind of all-weather means of transportation and new weapon for the armed services for conditions not met by available aircraft," Merrick said in a prepared address. "Later an important safe civilian ship will follow which, through mass production, will get the public into the air and result in a stable and highly profitable peace-time industry." Models and design drawings of several convertiplane types were presented, but no actual craft was described or discussed. The Air Force more with the Bell, Sikorsky and McDonnell aircraft companies. Four companies, their identities not yet announced, also are working on secret Navy contracts. Bennett said, in a prepared paper on the helicopter tug, that whether the airplane is slung beneath the helicopter or is rigidly attached, the resulting composite combination has the advantages of a convertible aircraft without the disadvantages associated with permanent attachment. He said the helicopter and airplane would be detached at a forward speed within the speed range of each. They could be re-attached, for landing, by techniques comparable to those of refueling airplanes from tankers in flight, he added. "Large aircraft carriers at sea are thus rendered obsolete and it becomes feasible for fixed wing aircraft to operate from merchant ships, for anti-submarine protection," Bennett said. Louis de Monge de Franeau, a French viscount now associated with Flettner Aircraft Corp. of Kew Gardens, N. Y., described a convertiplane design with wings which rotate to provide helicopter take-offs and landings, then lock into wing position for airplane flight. The roto-wing is driven by jet engines in its tips, he said. These same jets would provide forward

DANCE

Community Hall
South Sixth
Saturday
9:00 to 1:00 Standard
Music By
Les Gardner
and his
WESTERN SWING BAND
KFLW Broadcast
Saturday, 5:00 p.m.
Adm.—\$1.00 (Tax Inc.)

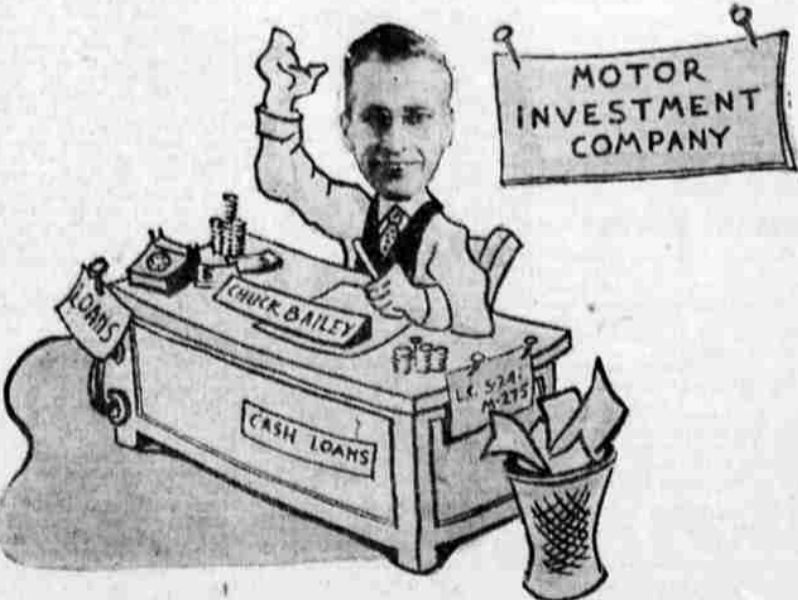
GENE WOODS, Insurance

Chartered Life Underwriter,
Chartered Property and Casualty Underwriter
122 South Ninth Phone 6369
Klamath Falls, Oregon
INSURANCE ACCOUNTS SOLICITED
ON AUDIT AND ANALYSIS BASIS
Fire . . Casualty . . Auto . . Life
Top Old Line Companies Only



Hunting . . ? When You're Hunting For Loans...

You Will Always Find Chuck Bailey
At The Same Old Location . . .
22 Years at ...
114 North 7th



Auto - Furniture - Personal Loans
Up To \$2500 On Autos

Motor Investment COMPANY

S-241 114 North 7th Phone 3325 M-275

SAY... Happy Holidays WITH CRATER LAKE GOODIES!



CRANBERRY SHERBET Pt. 32¢ Qt. 62¢
REFRESHING, TANGY DESSERT TREAT FOR ANY DIET

CHRISTMAS TREE BRICK Qt. 62¢
A DELICIOUS NOVELTY ICE CREAM BRICK FOR EVERYBODY

TOM & JERRY BATTER Pt. 80¢ Qt. 1.55
MADE WITH WHIPPING CREAM, FRESH EGGS AND SUGAR

PUMPKIN ICE CREAM Qt. 62¢
A TRULY DIFFERENT FLAVOR . . . THE SURPRISE OF YOUR LIFE

FRUIT PUNCH FOR PARTIES Gal. 70¢
MADE WITH ONLY TRUE FRUIT FLAVORS

SOUR CREAM 1/2 Pt. 36¢ Pt. 61¢
For Special Recipes — Please order from your grocer one day in advance

WHIPPING CREAM 1/2 Pt. 36¢ Pt. 61¢
GUARANTEED TO WHIP! TOPPING FOR ALL DESSERTS

AGED NATURAL CHEDDAR CHEESE
FOR THE SNACK TABLE OR BUFFET

ICE CREAM PIES Ea. 65¢
STRAWBERRY OR PINEAPPLE—ONLY PURE FRUIT USED—SERVES 6 OR 8

FROM YOUR CRATER LAKE DEALER OR ROUTE MAN

KLAMATH FALLS CREAMERY

Home of CRATER LAKE Dairy Products

NEW BUS SCHEDULES

The Klamath Bus Company has announced that until further notice there will be one hour service to all points on weekdays after 7 p.m. except on the Oregon Avenue and Hot Springs runs.

The Shasta Way bus is to leave 4th Street and Main Street on the hour, the announcement said. The route follows East Main Street, Shasta Way, Homedale Road, Harlan Drive, Hone Street, Summers Lane, Altamont Drive, S. 6th Street and back up East Main.

ALSO . . . the Bus Company wishes to announce an improvement on the schedule for Sundays and Holidays. There will be one hour service to all points instead of the usual two hour service . . . and will cover the runs as stated above. This will enable many Churchgoers to get to Sunday School and Church on time!!