

Missing Couple's Sounded Like Friends Ignore Tommy the Cat

(Continued from Page One) Sherwin said. "There is no reason whatever to doubt that."
This failure of the Patterson business managers to take a look at the cat is only one of the increasingly strange features of the Patterson case.

Another is why Patterson business managers are so tight-lipped when asked whether they have received any word from the Pattersons.

From reliable sources, it is established that none of those concerned with management of the Patterson business have received any word from the Pattersons that can be proved.

Pay Station
A telegram sent from Dallas March 15, nine days after the Pattersons disappeared, was telephoned from a pay station and could have been sent by some person other than Mr. Patterson, whose name it apparently bore.

Another unanswered question is why social friends of the Pattersons were told so many different things when they made inquiry about the missing couple.
One of these friends said today: "When I first made inquiry, I was told the Pattersons had gone on a 'little vacation.' Then I was told they went to a convention in Washington, D. C. Then I was told they had gone to a Florida resort point. Finally I was told the Pattersons are expected back in December. I learned they did not go to the convention in Washington. I fully established they did not go to the place in Florida where I was told they went. The whole thing is a mystery to me."

Protests Publicity
Some of the Patterson business associates began a search for the Pattersons long before the mysterious disappearance of the couple was reported to Sheriff Jimmie Hicks. But these associates never told the sheriff they were worried about the Pattersons and were trying to locate them.

These same business associates have protested that publicity on the Patterson mystery has handicapped the search for them.
Sheriff Hicks said today: "The publicity has not handicapped our search for the Pattersons. I have not sought publicity in the matter, but the publicity has been no handicap at all."

Call Auto Makers To Explain Rise

WASHINGTON, Nov. 8.—Labor and management chiefs got an invitation today to explain to the Senate Anti-trust and Monopoly subcommittee Nov. 25 why automobile prices and auto workers' wages keep going up.

Subcommittee Chairman Estes Kefauver, Tennessee Democrat, said the invitations were sent to President Walter Reuther of the AFL-CIO United Auto Workers and the presidents of the "Big Three" automobile companies.

They are Harlow H. Curtice of General Motors Corp., Henry Ford II of the Ford Motor Co., and L. L. Colbert, of Chrysler Corp.

Kefauver said the subcommittee hopes the hearing will develop a "better understanding of the problems involved in a formula for holding the wage and price line in the automobile industry."

He said the higher price tags being attached to 1958 automobiles will have an "inflationary impact" on the economy. Auto price increases thus far announced, he said, are "considerably in excess" of amounts that can be directly attributed to higher costs of steel.

He said presidents of leading steel companies indicated in previous hearings that the increased cost of steel in an automobile ranged from less than \$2 to about \$8 or \$10 per car.

parently was a homemade "bomb" set off under a railroad underpass. Pieces of pipe, split by the force of the blast, were found as far as two blocks away.

Name Missile Prober

WASHINGTON, Nov. 8.—Senate leaders, following up President Eisenhower's appointment of a missile "czar," named Edwin L. Weisl, former U. S. prosecutor, today to direct their own investigation of America's lag in the missile-satellite race.



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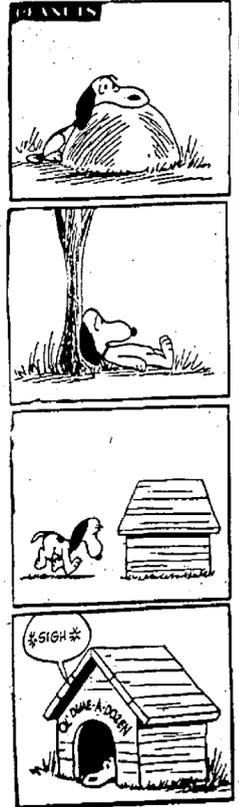
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In all of them you'll find engineering advances so daringly different yet so basically sound that they will trigger the next big change in automobile design. You'll find a few of these ideas illustrated here, but even they can't begin to tell the full story.

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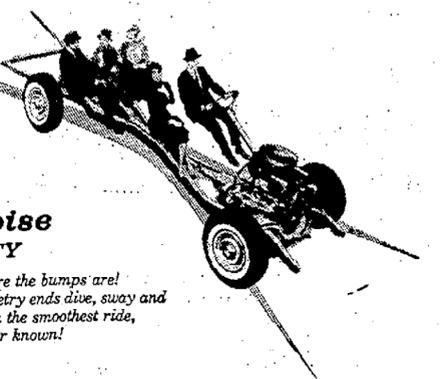


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The most perfect suspension system ever designed—and Pontiac's revolutionary Aero-Frame is specifically designed for it! Air cushions on all four wheels literally float you over the bumps... keep the car perfectly level regardless of load or road!

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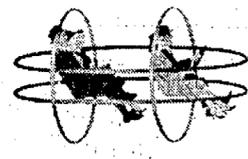
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Here is the biggest basic construction change since the early days of motoring. Pontiac's revolutionary new frame design is lighter, stronger, more stable than the conventional box type used on other cars.



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Only the wheels know where the bumps are! Pontiac's new suspension geometry ends dive, sway and bounce to bring you the smoothest ride, easiest handling you've ever known!



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