

# Highlights & Sidelights

**NEW LIFE PRESERVER** BARRICADES ON BACK OF LIFE GUARD. BUOYS UP BATHING AT SAME TIME.

**AVERAGE MOTORIST** PAYS FOR AN HOUR TO THE TAX COLLECTOR WHEN HE IS DRIVING.

**EACH YEAR THE PETROLEUM INDUSTRY SPENDS OVER \$3,000,000,000**

**FOR WAGES \$150,000,000**

**FOR RENT \$200,000,000**

**FOR CAPITAL \$175,000,000**

**FOR SUPPLIES AND SERVICES \$175,000,000**

**FOR RAILROAD TRANSPORTATION \$250,000,000**

## POLICE WATCH FOR ITINERANT SALESMEN

Walter F. Reddy, managing director of the State sales tax administration, called attention this week to the active cooperation of county sheriffs and local police authorities in apprehending itinerant salesmen and others who solicit retail trade in the State without possession of a sales tax license. In many cases merchants who are properly licensed under the sales tax act have reported persons violating the law, thus aiding their county sheriff or police department.

A recent example of sheriff's authority operating to protect the public from sales tax violators was the case at Standish where one Kader Mohamed, Jace and salesman of Youngstown, Ohio was arraigned for selling merchandise without first obtaining a sales tax license. Sheriff John Johannes of Standish reported that Mohamed plead guilty, paid fine of \$100 and costs.

Mr. Reddy emphasized the department's appreciation of assistance rendered by local police authorities in enforcing the requirements of the sales tax law throughout the State.

### Highest Quality Groceries

### Freshest Vegetables

### Choicest Meats

TRY US — SATISFACTION GUARANTEED!

## HAMLIN'S

Free Delivery Phone 5

## HAPPY LANDING?



EVERY ROOM A LIVING ROOM

## HOTEL GRAN

WALK RIGHT IN TO COMFORT

● The Grant provides the kind of accommodations you like. Comfortable, homelike rooms—each one a complete suite with living-room, two in-a-door bath, separate dressing room and the bath—PLUS an atmosphere of friendly hospitality that makes your visit a great pleasure.

JOHN H. AT EDMOND PLACE

# DETROIT

## Read

(Continued from Page One)

struggle, he managed to escape with his youngest daughter to Manchuria. Later, when Manchukuo came into existence under Japanese control, he found a haven on a small piece of land near Harbin.

What had become of the rest of his family? The wife had died from the brutal treatment of two Communist soldiers. His three older daughters had been taken from him by the Party to be "educated" in the "proper way." He never knew what became of them.

Eventually, his one remaining child married and moved with her husband to Shanghai. Six weeks ago I received a letter from her saying that her father had died suddenly of a heart attack while chopping wood on his land in Manchukuo.

Mansury Baranoff was not important as a single persecuted man. As a simple, hard working farmer who had his wife and children torn from him and his cows and horses seized by Anti-God bandits who go by the name of Communists, he becomes vitally significant, not only to Russians, but to us Americans.

The same Lenin and Stalin who so cruelly despoiled the barren old Russian farmer are even now striving in all of their subtle, sugar coated ways to achieve the same chaos in our own country.

With the hammer of arms they are fighting Finland for her territory and Japan for control of China, and with the Sickle of propaganda and agitation they are seeking to attack the goodness of every other nation.

Like the man in the poor house who go by the name of "cool-proot" schemes of heavenly government to anyone who will lend ear and a small portion of his pocketbook.

Let us, Americans, remember Atansury Baranoff and keep our freedom and our families for ourselves.

## FASHION On The Air

THE first ladies of the airwaves are just as excited about Christmas as you or your Fashion Smith to home's hoping you'll find efficient inspiration among these holiday notes from the studios.

Original Christmas gifts are stealing the show all around. Unusual foods, for instance, are up at the top of Best Johnson's shopping "have everything"—and great was her role in "discovering" miniature Mexican tamales and smoked oysters among this year's party-shelf "debutantes" . . . Homemade herb saltes are another good bet in the same category.

Comedienne Fanny Brice has an even neater idea—earrings of tiny fresh orchids, which she did just recently in keeping with her characterization of the mischievous, "little Boopie" . . . To Marie Ritz, handkerchiefs are still the thing. After she displayed boxes of them at the "Elixir Handkerchiefs" hearings, the men voted "yes" for a huge black clutch scattered with sequins, and Elsie has saved a pretty penny by duplicating it time and again at home.

Myrt and Marge, that fashion-mic mother-and-daughter team, are wearing tiny plastic holly wreaths on their cat lapels . . . and Mary Joyce simply threatens to outshine every Christmas decoration with a newly-designed evening costume if it is not a delicate gold wreath.

Her co-sponsors of the "Miss A Girl Marries" cast, have found the costume's darling effect on the day after Christmas, but Mary Jane has promised to wash off the splash before broadcast, a "new" peeking of gold. Elizabeth's "Young Dr. Malone" likes to find a gold satin tulle skirt with a "new" peeking of gold. "The Goldie" is such a precious thing, all made to measure like a corset.

Arline Blackburn, playful wit, has her Christmas stocking, "The Goldie" is such a precious thing, all made to measure like a corset.

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## MICHIGAN'S SUGAR BEETS

Michigan's annual production of approximately a million tons of sugar beets does more than provide a supply of sugar, says J. G. Hill, associated agronomist in the division of sugar plant investigations of the federal bureau of plant industry. This man with the long title and stationed at Michigan State College, reminds producers of beets and consumers of sugar that the beet also produces valuable by-products in the beet tops, beet pulp and molasses widely used for cattle feed.

While the majority of men in the Navy are specialists covering all most every trade and profession known to private industry; the Navy prefers to train its own men, the Navy trained man being far more efficient.

## STUDY POSSIBILITY OF BRIDGING MACKINAC STRAITS

A scientific and factual approach to the problem of bridging the Straits characterized the work of the Mackinac Straits Bridge Authority in 1933.

As the year ended, the authority completed the field study phase of the survey to determine engineering and economic feasibility of joining the two peninsulas and permitting an uninterrupted flow of automobile traffic between them.

Chairman C. Donald Kennedy pointed out the study for the first time since creation of the authority, had established working data and eliminated guess work. The last step in field operations was the obtaining of rock borings along the possible route of a bridge between Mackinaw City and the Upper Peninsula, southwest of St. Ignace.

The borings were analyzed by the state geologist and sent to the State Highway Department Testing Laboratory at Ann Arbor. From there they were to be submitted to the consulting engineering firm of Modjeski and Masters of Harrisburg, Pa. That firm is to submit a detailed report on feasibility of the bridge's construction, including an estimate of cost and tentative design.

"If the report is favorable to construction," Chairman Kennedy said, "It will then be up to the people of the state whether the bridge is built. They will have all the facts before them, methodically arrived at and analyzed by the best engineering opinions."

Plans to mount rock drilling equipment on Straits ice were frustrated early in the year when formations were too thin to bear the weight. Triangulation surveys were carried out during the winter and spring months. Ice studies were made, and the movements of ice windrows, marked by targets, were carefully noted. Engineers predicted any structure with strength sufficient to bear the enormous spans required for bridging the Straits would be immune to ice pressure.

The causeway, Kennedy explained would cut from 9 to 3½ miles. The distance now traveled by state ferries and about double their carrying capacity. It could be used as an approach to one end of the proposed bridge if construction were decided upon. Meanwhile it would be equipped

## Work For State Plows

As snow storms swept into Upper Peninsula this week, the heavy duty equipment of the state highway department had its first taste of real snow-fighting for the present season. Mild weather through November and December kept such plants as the Sago- kept such plants as the Sago- kept such plants as the Sago-

## WINTER TRAFFIC TOLL SPURS DRIVE TO REDUCE SLIPPERY PAVEMENT ACCIDENTS

Above: Accidents like this, in fearful number each winter, have focused attention on methods of prevention.

Top right: The National Safety Council measured stopping distance in half, loose researchers found.

Lower right: Skidproofing icy pavements with calcium chloride treated sand or cinders cut stopping distance in half, loose researchers found.

REMEMBER the days when R. automobilizing was almost strictly a summer sport? The days when muddy roads in spring and fall, and snow-jammed roads in winter kept motor cars in their garages from November through to May? The motorist who operated his car the year-round then was really a bear for punishment.

Paved roads, the tremendous increase in car ownership, social and business growth, have changed all this. Today the one who "puts his car up for the winter" is the rare exception.

Winter use of highways has brought many advantages but along with the conveniences comes an alarming increase in traffic fatalities. So serious has the winter accident record become that safety engineers and highway departments throughout the country are uniting as never before in a determined drive to reduce the heavy casualty toll.

The most treacherous road condition the winter driver has to face is icy pavements. Snow-bound roads may stop or slow you travel, but icy roads spell danger with every revolution of the auto's wheels.

Tests and research studies to determine ways and means of reducing the hazards of icy pavements have been conducted during the past winter by the National Safety Council, the Iowa Engineering Experiment Station, the University of Michigan and others. As a result of these tests and similar ones now under way, engineers are developing methods of ice control that will place winter driving on a much safer basis in the future. The effectiveness of the chains, skidproofing icy pavements with sand or cinders, and means of removing ice where possible are included in the projects.

The Iowa experiments produced the most significant data, that the distance required to stop a motor vehicle on the pavement can be cut in half by spreading a thin coat of calcium chloride treated sand or cinders over the icy surface. The calcium chloride treatment was found necessary to melt the sand or cinders into the ice, as otherwise the dry materials are easily whisked off the road by traffic and wind.

While skidproofing treatment of icy highways decreases the possibility of accidents, the measure must be looked upon as a means to accident prevention and not a cure. Above all, a note of caution is sounded by the National Safety Council in stating, "In the final analysis, good, old-fashioned careful, common sense driving is the best antidote for skidding and accidents on icy roads."

Engineers and highway officials are extending ice control measures as fast and far as possible to reduce the hazards of winter driving, but the cause of safety will always depend to a large extent upon the headwork of the individual driver.

## Read

ALMA MOTHER ATTENDS SON'S WEDDING BY PHONE

A young man of a long distance told his mother he was getting married. She was unable to attend the wedding when her only son was married recently at Grand Rapids. She then 500 miles distance. The wedding provided by a telephone company was conducted in her home. A telephone was installed in the church in Grand Rapids to pick up the ceremony. The mother and other guests invited to the home in Grand Rapids. The music and ceremony. Afterwards, the young couple talked with the groom's mother.

## LIVE POULTRY

Dressed While You Wait

—SPECIAL—

Turkeys . . . . . 22c lb & up

Roasters . . . . . 24c lb

Strictly Fresh Eggs

GRAND RIVER AT INKSTER

## Quietest Place in New York Is Test Chamber at Telephone Laboratories

The quietest place in New York City is the inside of this testing chamber at the Bell Telephone Laboratories, where the carbon button of a telephone transmitter is being placed to measure the tiny amount of noise which the carbon granules themselves originate.

with allps to accomodate the ferries.

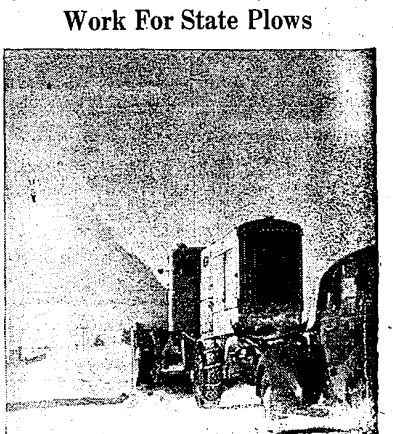
Material borrowing pits for the construction have been located. Construction of the causeway, the chairman said, would be primarily an unskilled labor job, furnishing employment to hundreds in northern Michigan. He predicted it would be viewed favorably by the Federal Public Works Agency at Washington when further money was available for unemployment relief.

During the year, the state highway planning survey, working with the bridge authority and the consulting engineers, completed a traffic survey and prognosis at the Straits. It disclosed out-of-state traffic comprised 22.7 per cent of the total, ferry burden, that Wayne County contributed 22.6 per cent and the entire Lower Peninsula 61.6 per cent.

A mounting enthusiasm for bridge construction was noted over the state during the past year, particularly in the recreation lands of the north. It was hailed as a necessity to the economic life of both peninsulas at a Straits of Mackinac Bridge-Huron Shore Road meeting in Rogers City. Former Governor Chase S. Osborn of Sault Ste. Marie continued his fight for construction. The bridge had the unqualified backing in Congress of Representatives Fred Bradley of Rogers City and Senator Prentiss M. Brown of St. Ignace.

Another factor lending support to construction was the rise in tourist traffic. The highway planning survey estimated traffic increased generally over the state by 20 per cent and predicted Michigan traffic would double by 1950.

During the year, the traffic on the present five ferry boats established a new one-day record for passengers, noted on Labor Day week end. A new record was established by hunters going to the northern Peninsula. A projection of traffic figures for the first 11 months of 1933 indicated the previous record of 271,000 vehicles carried by the boats in 1932 would be surpassed.



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