WALLED LAKE

Edited by Mrs. L. M. Philp. Phone Walted Like 87.

Mrs. Ada Moyt of Muskegem

Mrs. Aga Most of Muskegem

Mrs. Aga Mo

her daughter, Mrs. Bert Stowell of Pontiae
Mr. and Mrs. Herman Artz and Miss Francis Artz of Utica visited Mr. and Mrs. Glenn Buffmyer on Monday and Mrs. Buffmyer accompanied them to an Ann Arbor hospital to visit a relative.

Aliss Wanda Currin was called to Pontiac Saturday evaning by the death of her grandmother, Mrs. Emma Wood.

Mrs. A. K. MacRae returned Wednesday after a two weeks visit with her daughter, Mrs. Wm. Meldrum of Detroit.

Mrs. Mina Parmalee is visiting her son, Clarence of Detroit.

Mrs. Rose McMonagle visited Mr. and Mrs. Frank Moss on Sunday.

day:

Ars. Cecilia Pomeroy of Fenton is visiting her grand daughter Mrs. Frank Shepard.

Bernadette Ann, eleven-month old daughter of Mr. and Mrs. William O' Flarherty of Detroit passed away Friday, April 11. Flat the passed away Friday April 11. Flat the passed away Friday Mr. and Mrs. and Mrs. In and Mrs. George Bentley the latter part of last week and on Sunday.

Mr. and Mrs. C. G. Parmalee and family spent Easter with Mr. and Mrs. George Bentley the latter part of last week and on Sunday.

Mr. H. G. Roach entertained the Wednesday club.

Mr. and Mrs. C. G. Parmalee and family spent Easter with Mr. and, Mrs. W. R. Hoyt and Mrs. Mary Chapman.

Mr. and Mrs. C. G. Parmalee and family spent Easter with Mr. and, Mrs. W. R. Hoyt and Mrs. Mr. and Mrs. G. Post, Shirley and Donald Post were 'Sunday' dinner guests of Mr. and Mrs. Clinton 'Vreeland Mr. and Mrs. Clinton 'Vreeland Mr. and Mrs. Clinton 'Vreeland and children, Gaylord and Bonna were Easter Day guests of 'Mr. and Mrs. Clinton 'Vreeland Mrs. and Mrs. Clinton 'Vreeland Mrs. Clinton

NINE TO ONE

ratio for the first week was TAILO IO CARE

TAILO IOT CHE ITST WEEK. WAS Applicable. The present time present time present time present time present time present sold by Department of State for permits has been comparative. The present shades the present shades the present mits were placed on sale, the





\$495 to \$995 of tempting dishes prepared in this elec-

Every cook knows that broiling brings out the fullest flavor of steals and chops. The delikious flavor of steals and chops. The delikious flavor of twolling over charcal is equiled—if not surpassed—by electric broiling. And now a handy new appliance—the electric "Chef-Ette"—brings new convenience to broiling. And it is in inexpensive! The price of the "Chef-Ette" is only 33.55! It resembles a glorified frajing pan or chafting dith. To broil, you simply place the steak or chops on the prill reak, and put the heat unit upside down, on too! The meat is broiled from above, and the juices, as they drily down are caught in the roaster below. Broiling with the "Chef-Ette" is easier than oven broiling! The "Chef-Ette" is easier than oven broiling! The "Chef-Ette" is easier than chapter cuts of meat, on the Datch Oven principle, to incomparable tenderness and tastiness. It toasts bread or jandwiches which will not fit into the conventional type of toaster. Uted as a hotplate, it heats coffee or warms the baby's bottle. CHEF-ETTE operates from any convenience outlet.

Electric "Chef-Ette" \$395 Sold by

Hardware Stores, Department Stores, Electrical Dealers and THE DETROIT EDISON CO.



## Do Motor Trucks and Buses really pay taxes?

Heavy duty motor trucks and passenger bus owners com-plain they are heavily taxed. Signs are displayed on giant motor vehicles: "This truck pays \$1950 per year in taxes."

## Gasoline and weight fees are not taxes

They are simply payments for part of the expense of building and keeping up concrete roads which cost the real taxpayers approximately SEVENTY-FIVE MILLION DOLLARS annually to maintain, exclusive of city streets.

One-third of this money is spent solely to build and maintain roads strong enough to stand heavy motor bus and

These giants of the highways actually contribute a pitifully small share of the enormous burden now being carried by owners of pleasure cars and light trucks.

## Railroads are the heavy taxpayers

Motor transport pays practically nothing in the form of taxes to help defray the cost of government.

The railroads of this state are paying approximately TEN MILLION DOLLARS PER YEAR toward this cost. They are using no publicly owned property in the conduct of their business. RAILROADS PAY AS HICH AS \$2800 PER MILE PER YEAR IN TAXES.

How long will the taxpayers of this state stand for this discrimination?

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