

CLARENCEVILLE

Mr. and Mrs. Claude Barber and family and Mrs. Hildy of Detroit were dinner guests Saturday of Mr. and Mrs. Clarence Barber of Purling Brook road.

Mrs. Elmer Dohoney and Mrs. Karl Hitter attended the second annual Michigan Camerography Institute at Ann Arbor Tuesday.

Mrs. Henry Jacobs of Detroit has been spending several days with Mrs. Karl Hitter of Base Line road.

Mr. and Mrs. Ernest Lahr of Detroit were Sunday guests of Mr. and Mrs. Fred Lahr of 1st street.

Mr. and Mrs. James Ehlert spent Monday evening with Mr. and Mrs. Jensen.

Mr. and Mrs. Ota Jensen were among the guests who attended the celebration of the eighty-sixth

birthday anniversary of Truman Monroe at the home of his daughter Mrs. Fred Hitter of Plymouth. At a table beautifully decorated with autumn flowers and centered by a huge birthday cake handsomely decorated and bearing 86 candles covers were laid for fifteen guests. Many tales reminiscence of the earlier days of the guest of honor and his friends were exchanged. Cards furnished further entertainment throughout the evening with the guests departing at a late hour after extending hearty congratulations and sincere wishes for more happy returns of the day. Mr. Monroe is a former resident of Clarenceville where he still has a host of friends.

The EHA-WEE Camp Fire Club under the guardianship of Mrs. Thomas attended a district Camp

Fire splash party at the Tappan school Friday, October 18. About one hundred and fifty girls attended and after swimming enjoyed a social hour, refreshments consisting of cider and doughnuts were served. This group has completed with high honors the first two lessons in First Aid and have two more lessons to take to complete the course. Future arrangements were made for a Halloween party to be held Wednesday night, October 23, at Highland Avenue Baptist Church. The regular meeting scheduled for the following Wednesday evening has been postponed, owing to Halloween celebration being held the same week.

Mr. and Mrs. Charles Rogers, son Donald and their daughter Miss Sally spent the week end with their parents and grandparents, Mr. and Mrs. Ota Jensen who entertained at a birthday party honoring the fourteenth birthday of Miss Sally. The evening was devoted to the playing of games and to a marshmallow roast. Dairy refreshments were served and Miss Sally was the recipient of many lovely gifts. Guests included Miss Frances Ballentyne, Nelson and Russell Shoemaker and Mr. and Mrs. Harold Shoemaker of Inkster road.

L. Steinkopf of Utica spent Sunday with his son and family, Mr. and Mrs. Fred Steinkopf.

The Mothers' Study group will hold their next regular meeting Wednesday, October 23 at the home of Mrs. Mackey, Narbonne avenue. Miss Osborne will preside over the meeting. An urgent invitation is extended to all mothers to attend.

Mr. and Mrs. Robert Jones of Madison avenue, Highland Park, visited with old time friends in Clarenceville Sunday.

Forest Haft from the U. S. S. Whitney stationed at San Diego, California is spending a two week furlough with his aunt and uncle, Mr. and Mrs. Ota Jensen.

Mr. and Mrs. Clarence Barber and family of Purling Brook road spent Sunday with Mrs. Ethel French, a well remembered former Clarenceville resident. Her daughter Vivian was married recently.

Mr. Ota Jensen and Miss Anna Ziegler of Base Line road were luncheon guests Thursday of Mrs. George Ives of Detroit.

Mr. and Mrs. Cansie plan to leave the last of the week for the south where they will remain during the winter.

Trinity Shrine No. 41 will meet in regular session Thursday evening, November 1 at Forester's Hall, at eight o'clock. An urgent request is extended to all sejourners to attend.

September Milk Sales Show Increase

The month of September, when youth returns to school, and folks finish their vacation, always pleases the "bossy cow" as this is the month when milk sales in the city begin to increase.

The farmers in the Detroit area for September produced 55,530,000 pounds of milk. This is 6% less than August but 12% higher than September a year ago.

The September milk, so far as the farmers' pay is concerned, consisted of 48,935,921 pounds of base milk at \$2.09 and 6,593,717 pounds of surplus milk at 89 cents F. O. D. country receiving station. The sale of this milk to distributors, or processors, was as follows: Class I: 32,203,524 pounds at \$2.48; Class II: 1,460,614 pounds at \$1.38; Class III: 20,766,500 pounds at \$1.05 at country receiving station; or a total of 55,530,000 pounds of milk.

Farm production this month decreased 32,450 pounds per day while sales in Class I increased 36,268 pounds per day. Although this is a small amount compared to the total production, when sales of the \$2.48 milk increase, it does help on the base milk price. Class II and III milk, which price is based on the butter market, has also improved. When butter averages over 25c per pound for the month, such as it did for September, butterfat differential is figured at 4 cents per point of butter fat. Last month the butter averaged less than 25c per pound for the month, therefore, the 3c per point on test was used.

Funny Tides Turn Tricks

Port William, thriving harbor town in Nova Scotia's famed Annapolis valley, is a seaport for only a part of each day. For the rest of the time, the port is just a busy town on an inland creek. Port William is located on a stream so shallow that the pilot of an outboard motor boat would have to use oars to avoid scraping his propeller. Yet 8,000-ton fruit steamers dock there. The tiny stream is scoured into a 40-foot deep river when the Bay of Fundy tides race in from the Minas basin. Ocean freighters come in with the tides to unload specially constructed bottoms, and when the tide goes out they rest on the river bed while being loaded with supplies, putting to sea again when the tides come in once more.

EGGS TO BE SOLD ACCORDING TO WEIGHT

Lansing, Oct. 21—With hundreds of people waiting for information regarding the new egg regulation which becomes effective Nov. 1, Commissioner of Agriculture James F. Thomson, explained today that eggs may be sold by the dozen as usual but that all retail packages must carry the net weight and grade in letters not less than one-half inch in height. Thomson established four grades of eggs.

The ruling provides that all eggs sold to the consumer after Nov. 1 shall be sold by grade, producers exempted, and marked either "fancy", "A", "B" or "C" grade. Eggs are to be graded according to the condition and quality rather than size. The rules, of course, provide for technical specifications but this is only of interest to state inspectors and dealers. The ruling

discusses inedible eggs which can not be sold legally in the state. Dealers who retail only must secure a permit from the department of agriculture. The cost is \$3 per year. Dealers who sell or job to retailers or others are required to pay an annual license fee of \$25. Egg breaking plants must pay a similar fee of \$25 per year. No permit is required of producers of eggs, and they are not required to sell by grade. All eggs bought from the producer must be bought by weight. Persons selling to the retailer shall furnish an invoice specifying the grade, with each lot billed separately.

Navy Wins Again
On June 16th, the Navy pigeons, won a gruelling race, taking first and second places in the 400 mile heat from Danville, Va. The victory was over 1000 birds from all over the country, and the Army's entry came in third.

Our Want Ads are Winners

Turtles Utter Sounds
When startled some turtles, such as wood turtles, give a loud snake-like hiss. The males of the large Galapagos tortoise, according to Darwin, hellow a roar in the breeding season. The common painted turtles utter a piping note, particularly in the spring.

Letters to the Editor MUST be signed.

The idea of woman's superiority falls by the wayside when one considers the prerogatives that many of them get.

Farmington Lodge No. 151, F. & A. M. Meets second Monday of each month. Defos Hamlin, W.M. Jas. L. Hegle, Sec.



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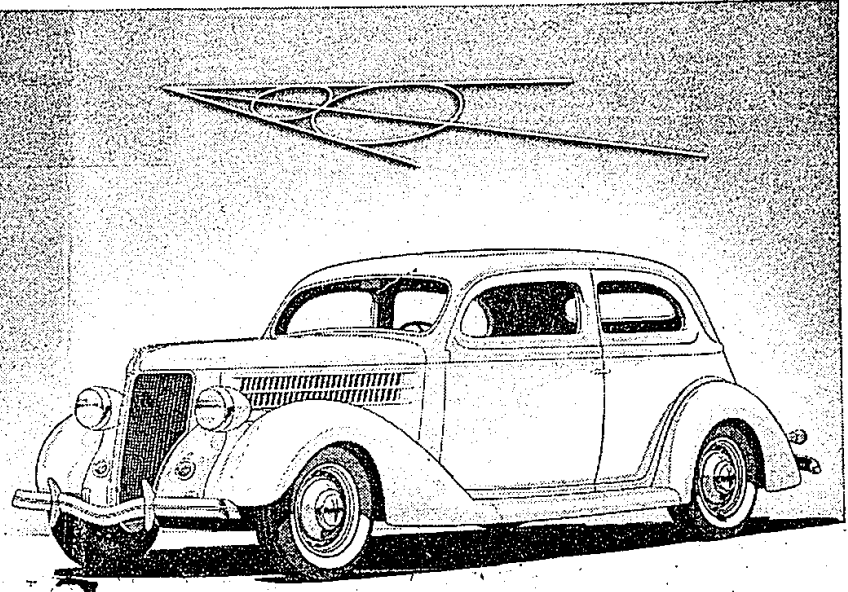
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THE NEW FORD V-8 FOR 1936

Why do we say The New Ford V-8 for 1936?

What is new about it?

Of course, the newest engine in the low-price car field is still the V-8 engine. Since Ford made it available to all car users (keeping it as economical as cars with fewer cylinders) the Ford V-8 has been the newest engine on the market, and remains the newest for 1936.

You may buy a car on minor "talking points"—some specially advertised feature "with the car thrown in"—but after all it is the engine you buy when you buy a car. Hence we put the engine first.

Other new points about the car make a long list.

Its lines are much more beautiful. The hood is longer and sweeps forward over the distinctive new radiator grille, giving the car a length and grace that are instantly impressive. The fenders are larger, with a wide flare. Horns are concealed behind circular grilles beneath the headlamps. Now steel wheels.

Ford upholstery—always of sterling quality and excellent taste—is rich and enduring. The appointments of the car have a new touch of refinement. There

is no question about the increased beauty of the Ford V-8 for 1936.

In more practical matters, many improvements have been made—Steering is made easier by a new steering gear ratio. The cooling system circulates 5½ gallons of water through a new, larger radiator. Natural thermosyphon action is assisted by two centrifugal water pumps. New style hood louvers permit a rapid air-flow around the engine.

Easier, quieter shifting of Ford gears—The gear shift lever now travels a shorter distance.

The two qualities you want in brakes—Brakes that stop the car with ease and certainty. Ford Super-Safety Brakes of the long-tested, foot-heel, mechanical design.

Safety—as always—in the electrically welded genuine steel body. Safety Glass all around at no extra cost. Hundreds have written grateful letters because this glass has protected the safety of their families.

A car you can drive without strain all day, if you like, in city or country. Steady, holds the road, responds to the

driver's touch like a well-trained horse. You don't have to "push" or "fight" the Ford V-8—driver and car easily get on terms of good understanding with each other.

An engine has much to do with the roominess of a car. Very much indeed. A long engine uses up car space. The compact V-8 engine permits much of the ordinary engine space to be used by passengers.

It really is a great car in every way. This 1936 Ford V-8—the finest, safest, most dependable Ford car ever built. Now on display by Ford dealers.

LOW FORD V-8 PRICES

THIRTEEN BODY TYPES—Coupe (5 windows), \$310. Tudor Sedan, \$322. Fordor Sedan, \$380. DE LUXE—Roadster (with rumble seat), \$560. Coupe (3 windows), \$570. Coupe (5 windows), \$555. Phaeton, \$590. Tudor Sedan, \$585. Cabriolet (with rumble seat), \$625. Fordor Sedan, \$625. Tudor Touring Sedan (with built-in trunk), \$590. Fordor Touring Sedan (with built-in trunk), \$650. Convertible Coupe, \$760.

F. O. B. Detroit. Standard accessory group, including bumpers and spare tire, extra. All Ford V-8 body types have Safety Glass throughout at no additional cost. Economical loans through Universal Credit Company.

SEE THE 1936

FORD V-8

AT

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FORD SALES AND SERVICE

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