

Michigan Mirror

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Germany and Japan accumulated huge reserves of vitally needed metal years and years before 1939. We did not.

There's one important difference, however. This time we don't have to muddle about it, because today it's up to us.

Michigan war plants, many of them at least, are not operating at capacity. Many workers are idle, because steel mills can't fill the orders.

Uncle Sam has scraped the bottom of his scrap barrel. The only remaining source of this needed metal for MORE AIRPLANES, and MORE MUNITIONS of every kind is the metal which is in every urban home, on every farm, in industrial plants and office buildings and old mines and even little used railroad lines.

Thrifty home-owners and tenants appreciate the logic of filling the fuel bin in advance of winter. The fitted bin is a reserve supply against winter demands.

When you turn over your scrap metal—either by donating it to some local charity or by selling it to the local junk dealer—you will make possible the building of reserve scrap "banks" against which Uncle Sam can draw during the coming winter.

These scrap piles, whether in sight on the town square or in the junk yard will be visible evidence that Uncle Sam CAN get the scrap it needs and where it is needed. It is entirely possible that such scrap may be held in reserve for emergency use in Michigan war plants until next February of March of April. But, such you can't see it in your yard, or hidden under snow on your farm, or forgotten about in an old industrial plant.

Many of you may be already tired of hearing and reading about the necessity of scrap metal. Listen to these words by Linwood F. Noyes, editor of the Ironwood Daily Globe, way up north in the "iron country":

"You haven't time to get tired. You haven't heard anything yet. When the drive is completed there will be another, and another and still another. For scrap, for rubber, for basic materials, for money, for manpower, for men, for women, for soldiers, sailors and marines, 'Is it worth it?' Yes. Don't get discouraged. FIGHT!"

"Let it not be said we had 'too little too late'."

Victory

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meat and meat products except poultry, game, and lard, and to control their distribution from slaughterhouse to consumer. New farm machinery and equipment is on a rationed basis, in order to release steel and other metals for war uses. Fuel oil will be rationed after October 1 in 30 Eastern and Midwestern States and the District of Columbia. In preparation for rationing in this and other fields "all-purpose" ration books have been sent to the printer with an initial order of 150 million books.

Nationwide control—the planned distribution of the total supply of products and services—actually is a form of rationing without the use of coupons. Thus, all chemical fertilizers containing nitrogen—needed for vital war manufacture—have been reserved for limited agricultural uses. All "free aliver" held by the U.S. Treasury is held in reserve for war and war industry purposes. Motion picture producers will get from 10 to 24 percent less of the available stocks of 355 mm. film than they had in 1941. That Applies to Transport, Too. Transportation and public carriers also may come within the scope of such "rationing." Use of tank cars by railroads in all movements of 200 miles or less will come under a permit system after October 10. The 90,000 school buses in the U.S. are coming under supervision as regards their use and distribution. The outlook for track materials is so serious that every device for saving the present rails and making use of abandoned trackage is being tried. Almost 200 miles of rails of a small railroad in the Southwest are going to the Navy for supply depot wreckage and steel for a new arsenal.

The drums of war are today's steel drums. The use of steel

drums, except those used by owners, has been forbidden for packing some 200 food, chemical and petroleum products, saving 100,000 tons of steel annually. Metal doors, door frames and shutters are out for the duration. But all these savings in steel leave the industry far short of its own requirements. July's shipments fell below the monthly quota by 15 per cent. Unless home and plant scrap collections yield what we must have, needed scrap may be taken wherever it is found.

Space saving is material saving. The "standst seat," now being tested on Washington, D.C., transit lines, is an effort to meet wartime crowding. "Standst" his place on the crowded streets. Railroad and local transit companies, as well as war industries, are short-handed. Commercial air lines also are beginning to feel the labor shortage pinch, and will have to take on additional thousands of women employees. Trained nurses and nursing assistants are so desperately needed their training periods will have to be shortened. In fact, the manpower shortage everywhere is so critical that soon Special Service for job questionnaires will take on new meaning. Directive control over job placements of the Government's 2,300,000 civilian employees is a step in that direction. It is plain that shortly we will be more than "ankle deep" in the war.

CLARENCEVILLE NEWS

Mr. and Mrs. Chester Walton of Ontario Avenue, announce the marriage of their daughter, Gladys, to Jewell Martin Jones, formerly of Tennessee, on September 13.

Miss Helen Barnes was entertained last Sunday evening at a surprise birthday party at the home of her son, H. L. Barnes, on Ontario.

Mrs. Carlee and Mrs. Stennessburg attended Friends Night of the Eastern Star at Farmington last Tuesday evening.

Mr. Campbell, assistant scoutmaster, has been busy canvassing the merchants of the Clarenceville district, for funds to help the Scouts, and the following is a partial list of the contributions to date. Maxwell Smith, \$5; William Auer, \$5; Tom Simpson, \$2; Mr. Powell, \$1; Mr. Wurtzbacher, \$1; H. F. Wood, \$1; C. W. Cullen, \$1; R. H. Rogers, \$1; P. R. DeLaul, \$1; H. W. Nettie, \$1; Russ Waack, \$1; Fred McKee, \$1; Arnold Stolz, \$2; A. Moffatt, \$1; W. J. Durham, \$1; Cos. \$2; Paul Parrinello, \$5; Arthur Cos. \$5; and the Township Board, \$50.

Mr. Albert Bolitto and friend, Mrs. Anderson, spent last Thursday in Royal Oak.

A number of people attended the Southfield P.T.A. Get-Together last Saturday evening.

Mr. and Mrs. Walter Charest (Helen Butler) are receiving congratulations on the birth of a son on September 18, at Mt. Carmel Hospital, Detroit.

Mr. and Mrs. Ray Mead spent last Monday in Detroit.

The ladies of the Nutrition Club at Botsford Tavern were favored last Thursday evening with the presence of Miss Kimbell and Mrs. Bailey of Pontiac Headquarters of the Red Cross, which are two of the more in number, and Mrs. Bailey outlined the need for good nutrition and canteen groups.

Seaman Second Class Joseph Butler has mailed his mother a picture of the U.S.S. Nashville on which he is quartered. He asked her to remember him to all his friends and buddies here.

The Old Scouts and Brownies entertained all their friends and relatives at an impressive flag ceremony on Thursday evening at the High School.

The Edgewood Mothers Club held a successful card party at the home of Mrs. Manley Kelly on St. Francis last Thursday.

Mrs. Orville Robertson left last Sunday for her husband, Private Orville Robertson, who is in training at Camp Wheeler, Georgia. Mrs. Marion Buter entertained last Wednesday at ten tables of cards. Proceeds went towards a fund for use of Air Raid Wardens of the sector west of Boylston Tavern. Mrs. Buter's party was the first given, and it was such a financial success that others will follow.

Mrs. Perry Brate returned from the hospital and is recovering at her home.

Mr. and Mrs. F. E. Searle are entertaining Mr. Searle's sister, Miss Clara Searle from New York City.

Mrs. Howard A. Ruelle was a Tuesday evening guest last week at the Nelson home.

"TRAILER VAGABOND"



By WARREN BAYLEY

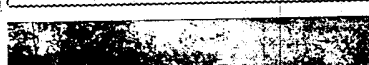
JEFFERSON CITY, MO. Two thousand eight-hundred possible punctures per mile. The Highway Department of the State of Missouri has just disclosed that sufficient nails, screws and bolts of scrap metal to cause that many punctures, lie in waiting in an average gravel road throughout its state. Multiply this by the thousands of miles of gravel highways throughout the nation and you have one of the main reasons why motorists lose their minds. During this period of rubber conservation this puncture business is a serious matter and Missouri is to be complimented on having found the answer. It has made the invention of an unusual machine as you will ever see on the highways.

Throughout Missouri, as in most states, there are hundreds of miles of state traveled by this touring public bus indispensable to the commerce of the nation. Tractors, trucks and farm machinery move over these roads around the calendar. A jingle here, a jolt there, and out pops a screw or bolt to slide in the gravel and serve as an ally of the Axis during our rubber shortage.

Obviously all this puncture producing material could never be gathered by hand. The Highway Department of Missouri called in its engineers and asked them to solve the problem. A quick survey of the situation and the engineers invented the "Road Magnet," a

"TRAILER VAGABOND" is sponsored and appears in this paper through the courtesy of THAYER FUNERAL HOME Ambulance Service—Day or Night Farmington, Mich. Telephone 760

MISSOURI'S ROAD MAGNET



Two views of the "Road Magnet" that travels Missouri's gravel roads. Lower picture gives some idea of the amount of screws and nails that hide in an average mile of gravel highway.

—Story by Trailer Vagabond.

Mrs. Russell Paget entertained the Sew and Save Club at her home, Tuesday evening.

Spending the day at Fort Custer with their sons and brothers last Sunday were the MacDonald family, the Spiller family, the Duell family, the Mahoney family, Mr. and Mrs. Husted, Jabe Bacon, Junior and Virginia McGilroy. Far

Anglon boys who have been at Custer following induction have left for various training camps, some going to Texas, Georgia, Arkansas and Illinois.

Mrs. Stuart D. Ruell and daughter, Barbara, and Mrs. William MacDonald called on Mrs. Melvin

their home for the present in East Orange, New Jersey.

Graduates of the 1942 class of Farmington High School who left last Sunday to take up studies at Michigan State College in East Lansing, are Robert L. Gullen, Dorothy M. Goers, John Samuor, Hugo C. Pascoe, Robert H. Erwin and Marjorie L. Collins. Returning to State this year are Jim Norton, for his second year, Bud Norton for his third year and Ray Oldham for his fourth year.

Sunday callers last week at the home of Mr. and Mrs. Fred Becker were Mr. and Mrs. Harry Tooley of Detroit, Mr. and Mrs. Herbert Kling of Belmont, Mich. and Mrs. Russ Morgan of Grand Rapids.

Mrs. Don Button and Miss Zaida Steele, who called on Miss Mary Green at Elizabeth Lake report that she has greatly improved after a recent illness.

Rev. Cedric Harger of Elkton was a visitor last Monday at the home of his parents, Mr. and Mrs. S. D. Harger.

Mrs. Norman Barrons attended a 25th wedding anniversary at the home of Mr. and Mrs. William Winchester in Redford, Sunday.

Mr. and Mrs. Frederick Malcolmson, Battle Creek, and Mr. and Mrs. Don Campbell, Jackson, were Sunday dinner guests of Mr. and Mrs. Fred Becker.

Mr. and Mrs. William Wilcox of Grand Ledge spent the week-end with their daughter, Mrs. L. F. Gordinier. They left Tuesday for Florida where they will spend the winter.

Mr. and Mrs. Harold Westfall and daughter, Diane, were guests of Mr. and Mrs. Norman Westfall at the fall festival given by the Livonia Church.

Miss Edyth Newmash has returned to Ottawa, Ont., after visiting her aunt, Mrs. R. J. Bowerman and family. Miss Newman is employed by the Canadian government.

Rev. and Mrs. Elbert Walling and son, Auburn, of Memphis, Mich., were Saturday dinner guests of Mr. and Mrs. William Burnett.

Mr. and Mrs. Paul Ross of Columbus, Ohio, and C. H. Fawcett spent Sunday with Mr. and Mrs. Vershall Ridings.

Mr. and Mrs. Fred Cook and Miss Katherine Harlan were guests of Rev. and Mrs. E. R. Stevenson in Midland Sunday.

The Missionary Society of the Universalist Church will meet with Miss Anna Thayer Saturday afternoon.

Mrs. B. H. Fawcett and daughter, Alice Ann and Mr. and Mrs. George Fawcett and family spent the week-end in Grover Hill, Ohio.

Fred Leitz has been confined to his bed for a week with sciatica rheumatism. Best wishes are ex

tended for his recovery.

Mrs. Richard Taylor celebrated her birthday with a dinner last Sunday evening. Her guests were Mr. and Mrs. Guy Durgen, Mr. and Mrs. Glen Leland, Mr. and Mrs. George Newlin and Mr. and Mrs. Fred Bagnall.

Mrs. S. D. Harger returned Saturday from a two weeks visit with her son, Rev. Cedric Harger and family at Pleasant Beach, Lake Huron.

Mr. and Mrs. William Pauline have returned from Salem, Ohio, where they visited their daughter, Mrs. O. L. Earl and family.

Miss Beatrice Renalt of 21525 Hancock, returned to her home Monday following an appendectomy at Mt. Carmel Hospital.

Mr. and Mrs. John Hewitt of Michigan City, Ind., were weekend guests of Mr. and Mrs. L. D. Hewitt.

Mr. and Mrs. Fred Cook and Miss Katherine Harlan were Sunday dinner guests of Mr. and Mrs. Clifton Wilbur at their cottage at Orchard Lake.

Mrs. Clarence Bickling and Mrs. Verne Turner spent Monday at Detroit.

Miss Virginia Redding, who with her parents are moving to California, was given a farewell party at the home of Mr. and Mrs. Fred Martindale.

Miss Audrey Lathrop celebrated her sixteenth birthday Saturday with a dinner given by her parents at Botsford Inn.

Mrs. Elmer Schutte of St. Louis, Mo., is spending two weeks with Mr. and Mrs. George Augur.

Mrs. Georgia Bell of Grand Rapids is visiting Mr. and Mrs. C. V. Bell.

Mr. and Mrs. Doubleday Wallace are the parents of a baby girl born Sept. 22 at Mt. Carmel Hospital. During her mother's absence Shirley Wallace is visiting at the home of Mr. and Mrs. Clarence Bickling.

OVER THE TOP FOR VICTORY with UNITED STATES WAR BONDS & STAMPS

FROM THE FARMS TO THE BATTLEFIELDS

Every farm has a war job to do. To produce more food... produce better food for our great army at home and in the fields. Put your farm into the fight for Victory!... Let's send our boys the best we can from the farms to the Battlefields.

FARMINGTON MILLS

The Telephone Minutes YOU SAVE Help War Production!

MANY telephone lines are now crowded with war calls. Perhaps your own line never carries war messages. But every call you make passes through a central office switchboard, where capacity is limited to just so many calls at a time. That's why your care in avoiding long telephone conversations is an important part in maintaining fast, efficient service for war. When you save telephone minutes, you clear the wires for war calls.

Because of material shortages, we can't install enough additional equipment to meet all of today's demands, as we would do in normal times. So we make the most efficient use of the facilities we have—with the help of every telephone user.

THREE WAYS YOU CAN HELP

1. Keep all your telephone calls as brief as you can.
2. Make only the most essential Long Distance calls.
3. When possible, give the number of the distant telephone you are calling.

Plan your conversations to save minutes. Keep pencil and paper at hand, so you won't have to leave the telephone. And please don't call Information for numbers listed in the directory. Remember—WAR CALLS MUST GO THROUGH!

Turn in your scrap—Uncle Sam needs it now!

MICHIGAN BELL TELEPHONE COMPANY

BUY WAR BONDS AND STAMPS FOR OUR BOYS