

Farmington Soldier Has Holiday In Osaka

Pfc. Gerald E. Pomeroy, son of Mr. John Pomeroy, 2023 Floral Street, Farmington, spent Christmas day at Camp Itoman, which is located in Osaka, Honshu, Japan, the second largest city in Japan. He is a member of the 25th Signal Company which is part of the famous 25th Infantry (Tropic Light) Division.

The day was celebrated as a typical American Christmas holiday with two fully decorated Christmas trees in the company area. The highlights of the day were church services and a holiday feast at which the main course was turkey, and later in the evening the 25th Signal Company had their annual Christmas party.



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Harold S. Harrington Training In Japan

Recruit Harold S. Harrington, son of Mrs. Helen Harrington, 19603 Brantwood, recently performed a "snow drop" at Chitose Air Force Base, near Sapporo, Hokkaido, Japan, from a C-46 type aircraft while in flight.

Ret. Harrington is presently serving in Company "A" 187th Glider Infantry Regiment, which is performing occupational duties as well as advanced training in weapons, tactics, snow operations and airborne combat missions. The rugged terrain of Hokkaido is ideally suited for maneuvers and because of the wide range of climatic conditions, allows maximum training in both cold and warm weather operations.

Ret. Harrington entered the Army Fort Knox, Kentucky, in July, 1948 and received his basic training at that station. He applied for overseas duty, volunteered for the 11th Airborne Division and was stationed in Japan.

Mrs. Jennie Wheeler, mother of Mrs. Harry Boyce of Robinson Avenue, has had as her guest the past week her sister, Mrs. Bernard Sampson of Terre Haute, Indiana.

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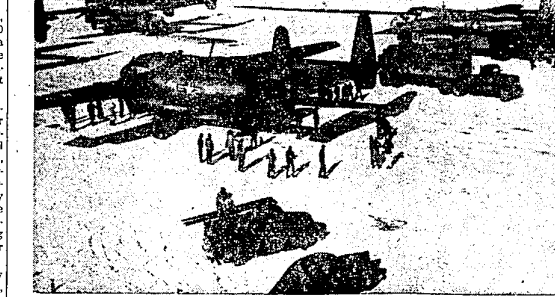
BLANCHE'S BEAUTY SHOP

Across from Methodist Church

33123 Grand River

PHONE 6114

OPERATION "HAYLIFT" TO RESCUE SNOWBOUND CATTLE



FALLON, NEVADA — SOUNDPHOTO — U. S. Airforce C-82 "Flying Boxcars" are loaded with hay at Fallon Airport as the U. S. Air Force flies to the rescue of 210,000 snowbound and starved cattle in eastern Nevada. Hay and cottonseed cake will be flown to Ely, Nevada, 210 miles east of Fallon, where planes will be directed to starving cattle herds.

LOCALS

Claudia and Donald, with their mother, Mrs. Harry Boyce, Mrs. Tank and son Joe, of Orchard Lake Road, attended the graduation of Miss Helen Zannon from Southwestern High School last Thursday afternoon at the Hollywood Theater in Detroit. Helen formerly attended Farmington High School.

Mr. and Mrs. H. C. Shancour, 28891 Lathrup Place, entertained at dinner Wednesday evening, relatives from Hillsdale, Adrian and Detroit. Later they all attended Commencement at Redford Union where son Culver was among the graduates.

Afterward, the graduating class and other guests enjoyed open house at their home. Culver will do post graduate work at Farmington High School preparatory to entering college in the fall. The Shancours moved into their new home here the first of September.

Mrs. Ralph Houtz has returned from a most enjoyable visit with her parents, Mr. and Mrs. William Fisher, in St. Petersburg, Florida.

Mrs. Kenneth Lord and Mr. Joe Simons spent Sunday, January 23, in Grand Blanc, Michigan, visiting with her sister and brother. Mrs.

Louis Robinson returned to spend a week with Mrs. Lord. Mrs. Lord and Mr. Simons spent last Sunday in Detroit visiting her son, Norman.

Mrs. C. Mortimer, Mrs. Leo Blatter, Mrs. S. Bright and Mrs. F. Platz from Farmington - Eight Mile Extension Group, attended a Farmers' Week Demonstration at East Lansing last Wednesday. They heard Dr. Funk from Missouri State College broadcast over WKAR on Poultry Management. In the afternoon they learned that the "New Look" in home furnishings and equipment was the "You Look".

Little Renny Cataline was returned to the home of his grandparents, Mr. and Mrs. Reynold Bacon, from Harper Hospital in Detroit, where he was taken after being painfully burned with hot water.

Miss Frances Bacon of Ann Arbor is caring for her little nephew, Renny, who celebrated his second birthday on Monday, January 31.

Mr. and Mrs. Robert Brown on Negaunee Avenue announced the birth of a son, David Robert, born Wednesday, January 26, in the Henry Ford Hospital. Robert is the nephew of Mr. and Mrs. Fred Lenz. Mr. Frederick Bagnall is convalescing at his home from pneumonia. Mrs. Emory Hatten had the misfortune recently to fracture her arm in a fall at her home on Shawassaw.

Mrs. Clarence Bickling of the Spring Brook Gardens, and Mrs. George Kaye of the West Point Greenhouse on Eight Mile Road attended the Florist School of Design under the direction of the Michigan Florist Association at the Fort Shelby Hotel in Detroit on Tuesday.

Mr. and Mrs. W. J. Banfield and sons, and Don McIntyre from Milford, were callers at the Hugh McIntyre home on Monday.

Winter has found Michigan at last with plenty of icy roads, and now the much-needed snow.

Mr. and Mrs. Fred Smith have moved to their new home on Karl Avenue, recently purchased from Mr. and Mrs. William Kummer, who are making their home near Northville on Seven Mile Road.

Words Of Sunshine Can Aid Shut-Ins

So often people have said: "I would like to bring cheer to someone in need of it—if I only knew how."

In order to help you to achieve your wish, "The Sunshine Lady" of 11311 Columbia Avenue, Detroit 25, will bring you each week a list of names of shut-ins who would be made much happier with a shower of cards or a word of cheer and neighborliness.

Or perhaps you would like to brighten or lighten a neighbor's day by remembering a special day in their honor—such as birthdays or anniversaries? If so, watch this corner for the people you can help make happier with just a few words from you.

This week, let's drop a line to: Mr. Charles Johnson, c/o Glenbrook Hospital, 29500 Newburg Road, Farmington, who is 80 years old and blind, but likes to receive mail.

Also at Glenbrook are: Miss Josephine McKlosky, who is blind and crippled; Miss Christine Nelson, who cannot walk; Mrs. M. Korte, who is 92; and Mrs. George Van Akin, who is also blind.

At the Keny Polio Center, Telegraph Road, Pontiac, these children would like to hear from anyone who will write: Mary Ann Bader, Carol Robertson, Nan Frederick and Ray Solberg.

A shower of valentines would be nice for Little five-year-old Sheri Avila, c/o Ford Hospital, W. Grand Boulevard, Detroit, who has a bad case of polio.

Note: Won't you please send your name and address and date of birth, as well as any anniversaries you would like to have remembered, directly to me? Also include the names of any shut-ins you may know about who would like to receive mail. Send your list to "The Sunshine Lady", 11311 Columbia Avenue, Detroit 25.

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LEADERS OF ENGINEERS' UNION

This is a diesel ... a modern locomotive that means better service to you.

Leaders of two unions think it's a feather-bed ... a 'make work' grab that means less service to you.

● Leaders of unions representing railroad engineers and firemen seek to force railroads to add extra, needless men on diesel locomotives. This is sheer waste—a "make-work" program which would mean fewer improvements and higher costs—for YOU!

Railroads use modern diesel locomotives because they are one of the means of giving faster, better service to you.

Two men compose the crew of a diesel. They occupy a clean, comfortable cab at the front. The engineer handles the throttle. The fireman sits and watches the track ahead. With no coal to shovel, he has practically nothing else to do.

No Benefit To You

Now the leaders of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Engineers want to use the diesel locomotive as a means of forcing a feather-bedding scheme on the railroads. The extra men they propose to add to the diesel crews are not needed. There is no work for them.

The union leaders are fighting among themselves about which union should furnish these extra, needless men. The Brotherhood of Locomotive Engineers have even threatened a strike. You may not be interested in this dispute of these two unions, but you would be vitally concerned if these groups succeed in putting through this feather-bedding scheme, because it would mean a slowing up of the improvement program of the railroads—of which the diesel is the outstanding symbol.

Diesel crews are among the highest paid

railroad employees—real aristocrats of labor! Their pay is high by any standard. Granting of these demands, therefore, would mean that the railroads would be paying out millions in unearned wages to those in the very highest pay brackets.

We'd Like To Spend This Money On You

You know how much the diesel has meant to you in increased speed, comfort and convenience. The railroads have many more of them on order for even greater improvement in service to you. But needless drains of money, such as this present demand of the unions for needless men on diesel, reduce the ability of the railroads to spend money on better service for you.

Proud as the railroads are of the diesel, it is only a small part of their improvement program. Since the War, literally billions of dollars have been spent on improvement of

tracks and stations, on new passenger and freight cars, as well as on diesel locomotives, and on the many other less conspicuous details of railroading that contribute to improved service.

Feather-Bedding Means Less Service To You

But brazen feather-bedding schemes like the one now proposed would, if successful, divert large sums of money from our present improvement programs. Even worse, they make improvements like the diesel worthless, by making the cost of their operation prohibitive.

These demands are against your interests—as well as those of the railroads. They are schemes to "make work". Neither you nor the railroads should be forced to pay such a penalty for progress.

That's why the railroads are resisting these "make work" demands to the last ditch—and why they are telling you about them.

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POWER PLANT

that uses its Head!

THIS is the husky thrill-producer you find filling the bonnet of any 1949 Buick.

Look it over and you'll observe, among other things, that it is a valve-in-head straight-eight.

In simple language, this means that years ago Buick engineers lifted the valves from the side of the cylinder and put them on top—with some immediate advantages.

Such an engine "breathes" better. Gets a full, even charge on every intake—exhausts spent gases more easily—enjoys extra power, life and ginger.

And in such engines, compression ratios are relatively easy to establish. To step them up, the head is merely brought closer to the piston—no extra problems are presented getting fuel in and exhaust out.

Thus Buick power can—and has—kept pace with progress in fuels. Compression ratios suit gasolines actually available—and there's no

waiting for tomorrow's gasolines to get full performance.

There are other things to notice about this engine.

It's a Fireball power plant—uses a special and exclusive type of piston that gets more good out of each fuel charge.

And it speaks with soft, new quiet. Self-venting valve lifters automatically keep valves properly seated, ending tappet noises for good.

With gasolines getting better, the swing to valve-in-head design will undoubtedly grow stronger. But that is what Buick has had all along—a power plant that uses its head to give extra lift and thrill.

That's enough reason to see your Buick dealer now, with or without a car to trade, to get your order in.

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