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TOWNLINER NEWS

By Mrs. Lyman Bush
PHONE 1522-22

That leave of absence which I took early in December to await the arrival of the stork lengthened somewhat, but now that baby daughter Kathleen has settled into a steady routine with two older boys once again, I'm back on the job.

And once again the stork flies, with a nine pound, five ounce son for the Wendell Greens of Drake Road. The baby arrived at Sessions Hospital at 10 p.m. April 20. He has been named Robert Moore and will soon be at home with his

prudent parents and big brothers George and Jim.

Mr. and Mrs. Carl Broecker of Metamora visited last week Monday with their daughter, Mrs. Ed Gottschalk. Mr. Broecker and Ed Gottschalk attended the Tru-

Mr. and Mrs. Harold Drouillard of Wyandotte spent the week end with the latter's parents, Mr. and Mrs. Otto Rexin. On Sunday, Miss Margery Morris of Farmington joined them at dinner.

Miss Joan Mason spent the week end with her parents, the R. W. Masons.

Cpl. and Mrs. Royal McCormick entertained at a family style dinner Sunday the latter's family, Mr. and Mrs. N. C. Hill with Harold, Joyce, and Jimmy, Mrs. Clara Mayers of Lansing, Mr. and Mrs. Walter Hastings of Flint, and Mrs. Clara Hastings of St. Louis, Michigan.

The occasion honored the 10th birthday anniversary of Mrs. Clara Hastings, mother of Mrs. N. C. Hill. Granddaughter Joyce Hill presented her grandmother with a rose and carnation corsage.

It's a busy household at the Sidney Bishops on Metroway, Mrs. Bishop, a busy housewife and mother of five lively youngsters, always manages to make a special occasion of each one's birthday and she proved this two successive Sundays.

On April 15 she entertained 23 relatives and friends at a family style dinner in honor of her youngest daughter, Velma, on her second birthday. On April 23 the 12th birthday of son Sidney was marked with a family dinner, 16 guests were present from Sidney's Sunday School class of the Highland Park Baptist Church.

Mrs. Otto Rexin accompanied Mrs. Dewey Stover of Walley Lake to Monroe Tuesday, where they attended a Farm Bureau District meeting.

Mr. and Mrs. Edgar Howard and daughter, Josephine and Sally, left last week to make their home near Miami, Florida. Louis Howard is making his home with the Ray Howards for the present.

Wendell Green and son George enjoyed dinner Monday night with Mr. and Mrs. Ray Howard.

The John Palackys, recently returned from Florida, reported very enjoyable vacation. John says Florida is a nice place to visit, but there's no place like Michigan.

I understand there's another son at the McDewitt home at Hartland. This makes a total of four boys.

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Clarenceville News

By MRS. FRED GROSE,
PHONE 2546-R

Mr. and Mrs. Clifford St. Arno and daughter spent the week end at Mr. and Mrs. Claude Porter's home on Grosse Isle.

Miss Wynemah Barnes had a miscellaneous shower on bride-elect Miss Lois Gately on Friday night at her home on Oxford. Several young ladies were present and Miss Gately received many lovely gifts. She will wed Mr. William Mitchell on Friday, April 28, at Clarenceville Methodist Church.

Don't forget K-ray unit will be at Clarenceville High School on May 8 from 4 to 5, also on May 9 from 1 to 5 p.m. and 6 to 8 p.m.

Mrs. Dewey Johnson of Furlingbrook was hostess to a Stanley party at her home on Friday evening.

The sympathy of the community goes out to the Chief and Mrs. Pontic on the death of their daughter, Princess Juanita, last week.

Mr. and Mrs. W. S. Maddox and

Mrs. McDewitt (Agnes) youngest daughter of the late Arle Robinson, made her home for some time with the Smith Green family.

Mrs. Lyman Bush entertained 10 boys and girls Saturday in honor of her eldest son's birthday. David was seven years old. Refreshments at the party centered about a birthday cake, flanked with tall tapers and circled with toy drum favors for the boys and filled basket favors for the girls.

Games were played with prizes going to Marlene Leonard, Grant McEwan, and Ruth Lynn Schultz. Among guests present were Nancy Knapp, Joan Freeman, Patricia Bishop, George Brown, Stephen Douglas, Nels Mahle, and David and Paul Bush. Mrs. Bishop and Mrs. Mahle assisted Mrs. Bush. Nancy Knapp fed and broke her left forearm at the party.

Mrs. Edward Gottschalk of Ten Mile Road entertained eight neighborhood youngsters at a party on Tuesday afternoon, April 18, in honor of her daughter Brown on her fourth birthday. The refreshment table had a gumdrop tree for a centerpiece. Each little guest was presented with a story book. Guests included Glenda, Sherry, Richard and Peggy Warmach, Robert, Billy, and Jimmy Wiley, and Ronnie Earl.

family, of Jackson, Michigan, spent Sunday at the home of Mr. and Mrs. Dewey Johnson.

Mr. and Mrs. Ed Levette of Eight Mile Road attended the wedding of their nephew in Newport, Michigan, on Saturday.

Miss Mizal Kolodziej and Carlton Troutead were married on Monday evening at Clarenceville Methodist Church. Miss Elsie Johns read the ceremony and the attendants were Mrs. Betty Lightfoot, sister of the groom, and Mr. Burton Troutead, brother of the groom. They will make their home at 1501 Angling Road.

Mr. Albert Boltho was in Ann Arbor on Friday for an interview. He expects to attend the University

next year for his Masters' degree in music.

We are happy to report two little boys, Frank and Jerry, have come to make their home with the Williams Murphys on Tuck Road.

Rolling Down the River

By Bob Kettler



So here it's coming on spring one day and coming on winter the next, and the poor Groundhog has been in one terrible muddle since last February 2. He's got in and out of bed so often, since he first looked over the weather report, that he's worn a path through the quilts. Some day, we figure, he'll get smart and buy himself one of the beautiful new, 1950 AIR-CONDITIONED Studebakers and throw away his calendar.

Maybe we shouldn't report on this episode, but the wife of a fellow we know presented him with a baby daughter, the fourth girl of five children. "How do you like her, Rog," he asked his four year old son. "She's all red and noisy," Roger confided. "Well son," said his Pop, wearily, "most baby girls are red and noisy, but just of course. After while she'll get over being red."

Now we've been writing this column since last August and sort of like it. Gives us the opportunity to informally express an opinion or two, a joke if we've got one and still let you know we're in business to sell Studebakers and service cars. We've been wondering what you think of it. No postcards will be returned, but we'd like to hear from you. Besides, we run out of ideas every once in a while. If you have a brand new joke or smart story, send it along. Maybe we can use it with a credit line for your name, either real or assumed. Your contribution, printed here, entitles you to: 1— the right to carry the initials C. B. (column booster) after your name; 2— a cup of coffee for each initial. The address is at the bottom of the column, Zone 19.

When you gotta go, you gotta go and with vacation so close at hand, you ought to go in a 1950 Studebaker. Drive enough miles and you'll save enough on a gallon to take an extra week. Twenty-four or twenty-five miles to a gas station can be classified as truly low cost travel. That's precisely what the fine Studebaker for 1950 gives you, plus many more extras than you ever believed could be wrapped up in such a low cost package. We'll be glad to prove it, too!

That's all, but off hand we'd say that although every man's wife deserves a lot of credit, she'll usually settle for the cash he has in his pocket.

Yours,
BOB KETTLER

KETTLER MOTOR SALES

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Feather-bedding scheme of Firemen's Union to put an additional fireman on diesel locomotives has been

CONSIDERED TWICE! REJECTED TWICE!

Fact Finding Boards appointed by Presidents Roosevelt and Truman have said these demands were "devoid of merit" and they were

REJECTED TWICE!

Now the Firemen's leaders seek to paralyze railroad transportation to compel the railroads to employ a wholly unnecessary additional fireman to ride on diesel locomotives. This scheme is plain

FEATHER-BEDDING!

LEADERS of the Firemen's union have called a nationwide strike starting with four great railroads on April 26. These railroads are the New York Central, Pennsylvania, Santa Fe, and Southern.

The union claim that a second fireman is needed on grounds of safety is sheer hypocrisy. Safety has been dragged into this dispute only in an unsuccessful effort to give a cloak of respectability to vicious feather-bedding demands.

After a careful study of the first demands of this union, a Presidential Fact Finding Board on May 21, 1943, reported to President Roosevelt that there was no need for an extra fireman on diesel locomotives.

Again, on September 19, 1949, after a second hearing on the union leaders' demands, a second Board reported to President Truman that: "there presently exists no need for an additional fireman... upon either the ground of safety or that of efficiency and economy of operation."

Safety Record of Diesels is
Outstandingly Good

Although the railroads accepted the Board findings, the union leaders have brazenly rejected them. They represent that an

extra fireman is needed for "safety" reasons. Here's what the Board had to say on that point:

"The safety and on-time performance of diesel electric locomotives operated under current rules have been notably good . . .

"Upon careful analysis of the data submitted on safety, we have concluded that no valid reasons have been shown as a support for the Brotherhood proposal under which a fireman would be required to be at all times continuously in the cab of road diesels. The proposal must be rejected."

The real reason behind these demands is that the union leaders are trying to make jobs where there is no work. In other words, a plain case of "feather-bedding." The railroads have no intention of yielding to these wasteful make-work demands.

"The Safety Record of Diesels
is Outstandingly Good . . ."

PRESIDENTIAL FACT FINDING BOARD REPORT

Read these excerpts from official reports of Presidential Fact Finding Boards:

"The safety record of Diesels is outstandingly good, and it follows that the safety rules now applicable have produced good results."

"The safety and on-time performance of Diesel-electric locomotives operated under current rules indicate that Diesel-electric operation has been safer than steam locomotive operation . . ."

Remember! These are not statements of the railroads. They are just a few of the many similar conclusions reached by President Truman's Fact Finding Board which spent months investigating the claims of the union leaders.



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