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WASHINGTON MERRY - GO - ROUND

(Continued from Page Two)
right to give general guidance and make suggestions.

And they were quite provoked during MacArthur's November advance into North Korea that he ignored their warning that there was no battle communication between General Walker's 8th Army and General Almond's 10th Corps. When the joint chiefs warned MacArthur about this, he replied, rather coldly, that there was sufficient liaison.

However, the joint chiefs, still unsatisfied, asked MacArthur a second time why General Almond and his 10th Corps were operating independently of the 8th Army, leaving a big gap between the two forces. MacArthur replied unequivocally, that General Almond and his 10th Corps were drawing Chinese pressure away from the 8th Army.

Later, when the Chinese struck, they picked the hole that had worried the joint chiefs, and smashed right into the vacuum between the 10th Corps and the 8th Army. MacArthur's statement, that he finally got the joint chiefs really sore at MacArthur was the way his statement about using Chiang Kai-Shek's troops in Korea killed the universal military training bill.

For months the joint chiefs had set their hearts on passing universal military training for the first time in the history of the nation. But two days after MacArthur's statement urging that we use Chiang's Formosan troops, the U.M.T. bill was dead. MacArthur had killed it. For congress was under immediate fire from the voters to use Chinese troops instead of expanding the draft.

U. N. TROOPS
A lot has been published about the failure of our United Nations friends to support us in Korea, but not much about certain unexpected support.

Italy, for instance, is not a member of the U.N., but has asked for permission to send units to Korea. So far, nothing definite has been worked out.

UNORIGINALITY IN NAMES
David Zaslavsky, chief editor of Pravda, let off steam at a recent meeting of the pro-Communist international organization of journalists meeting at Budapest. Among other things, he branded "Drew Pearson" a "warmonger". "There's nothing like being versatile," he said. "I have now been called a 'Communist' by Senator McCarthy, a warmonger by the editor of Pravda, and an S. O. B. by President Truman. It's about time somebody thought up some new names."

WEST POINT PARK

By MISS L. A. AULT
TELEPHONE FARM. 1461M

Thursday, June 15, 1951
Local Girl Scouts visited Twin Pines Dairy Saturday.

Duane Shaulter of Farmington Road participated in a golf tournament in Toledo last Saturday. Out of 216 contestants he came out fourth and was awarded a handsome prize.

Little Miss Karen Rode, Irving Avenue, is convalescing from a tonsillectomy.

John Stoughton, Woodring Avenue, has returned from a trip to Hartford, Connecticut.

Mr. and Mrs. Mauda Thomas, from Central Lake, visited with the Robert Kellogs on Filmore Avenue last Sunday.

Mrs. Blanche Kirkwood from Hopkinton, Iowa, has been visiting the Russell Kirkwoods on Eight Mile Road.

John Marburger, formerly a resident of Farmington Road, now living in California, has been calling on old neighbors of this community.

Mrs. Howard Lyons and daughter Betty from Warren, Michigan, recently spent a few days with the Frank Smiths on Eight Mile Road. While at play on the grounds of Pierson School, Judy, the eight-year old daughter of Mr. and Mrs. Arthur Muir, Shadyside Avenue, received a gash on her knee. A beer bottle had been thrown into the grounds and the broken glass had become imbedded in the sand before it could be located and removed.

Cub Scouts held their Pack meeting in the Livonia Methodist Church last Monday evening and put on a "circus".

Bobby Melvin of Parker Avenue, who has been suffering with an infected finger, is now a victim of blood poisoning.

Mr. and Mrs. Steve Martin and their three children from Dearborn were visiting with Mr. and Mrs.

George Welsh on Mayfield Avenue last Sunday. The Martins, who are related to the Tallmans on Mayfield, are moving from Dearborn to California.

One of the nicest Memorial Day parties reported was the potluck supper given by the Stoughtons on the grounds of their home on Woodring Avenue. Guests were Mr. and Mrs. Dossan Schubert and Mr. and Mrs. Frank Wilken.

Mr. and Mrs. Edwin L. Johnson and their four children spent the week end with relatives in Ohio.

Mrs. Louis Jennings, Mrs. Robert Kellogg, Mrs. Harold Ford, and Mrs. Dallas Hay of the Livonia Methodist Church recently enjoyed a day's attendance at the church officer's Training School held in Central Methodist Church in Detroit.

Miss Mary Ann McClellan included several of her girl friends in a pajama party recently at her home on Westmore.

The Sunshine Slayers and their friends are anticipating a visit from a group of ladies from Ward Presbyterian Church, Detroit, at the Sunshine meeting scheduled for Wednesday, June 27.

David Dahline of Brentwood Avenue was stricken with a serious heart attack Friday and rushed to a hospital.

Miss Frances Bonar and Mrs. Scheldt have returned from a vacation trip to Arkansas and Oklahoma. While aboard their bus they were stopped by police who insisted they were two runaway girls that had been asked to return. It took an hour to convince the police of the truth.

When making articles from plastic material, avoid using pins because they make permanent holes. Any markings can be made with an ordinary pencil or tailor's chalk which can be wiped off after using.

Speeder Feels Wrath Of Police, Judge

Dean Thomas Argue, 26502 Wakenen, Detroit, will pay \$125 in fines and costs and spend 60 days in the Oakland County jail, or serve an additional 90 days in lieu of the fine, Farmington Justice of the Peace John J. Schulte says.

Schulte pronounced the sentence after Farmington police had apprehended Argue after a mad zig-zag chase which ended in a dead-end street in the township. Argue had narrowly missed the officers, who were making notes at a traffic accident on Grand River between Lakeview and Brookdale at 3 a.m. Saturday morning.

Engineer Shortage May Slow Defense

An alarming shortage of college-trained engineers may prove a severe bottle neck by 1955 to U. S. industrial production of both civilian and military goods.

This is the warning of Lorin G. Miller, dean of engineering at Michigan State College.

Dean Miller said that this country faces a shortage by 1955 of at least 60,000 engineers, or about one-sixth of the total engineering force needed by U. S. industry.

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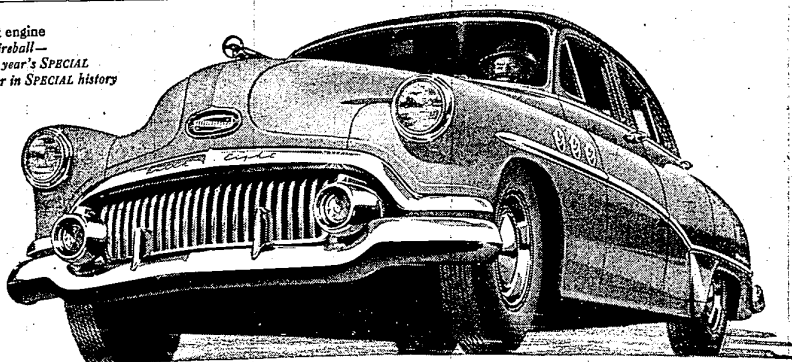
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WE get a chuckle, sometimes, over all the fuss that's being made about "new engines."

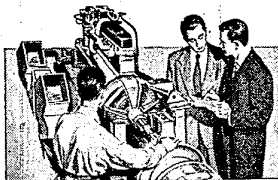
You'll note that the key feature of their design in every case is the valve-in-head principle — whether these engines are already in production or still in the dream stage.

Fact is, it takes this design to get the most from "high compression" — and how high you can go depends upon the available fuel. Using this design, war-time aircraft engines operated on 100 octane gasoline.

It also takes this design to get the more-miles-per-gallon which folks like in an automobile.

So what gives us a chuckle is this:

No other type of engine has ever been used in a Buick — which means that Buick owners, all along, have been getting a lot of things that others have just "discovered."



When you come to check the field you'll find that there's a sweet freedom from roughness to this engine's operation — tracing to the fact that the whole mechanism itself is engineered smooth, and the further fact that every Fireball Engine gets a Micropoise balancing after assembly.

But that's not all. They get something more — vastly more — because today's Fireball Engine has one standout feature found in no other automobile.

That name "Fireball" isn't just a trick word. It describes what happens inside this engine. Inrushing fuel rolls into a

swirling ball of gasoline vapor compacted around the spark plug. And when the fat spark sets it off, a cyclone of power lets go.

Of course, a Fireball Engine, being a valve-in-head, keeps pace with high-test fuel, when it comes to "high compression."

But what's more important in the present state of the world is this: A Fireball Engine is designed to handle the not-so-high-test fuel we may be getting in the not-too-distant future.

So, if you want to sample all that's fine in motorcar engines, your Buick dealer is the man to see. Come in soon, and find out what the rest of the world has been missing.

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