

COMING!

Robbins Big Overland Show

Transported by their fleet of powerful motor trucks will exhibit in

Farmington, Wed., June 7th.

—LISTEN FOR THE BAND—

SHOW STARTS AT 8:15 SHARP

Highway Motor Bus Company

Schedule Effective May 1st, 1932.

Farmington Lv.	8:15 9:15 10:15 11:15 12:15 1:15 2:15 3:15 4:15 5:15
Farmington, Jct.	8:20 9:20 10:20 11:20 12:20 1:20 2:20 3:20 4:20 5:20
Clarenceville	8:25 9:25 10:25 11:25 12:25 1:25 2:25 3:25 4:25 5:25
Five Points	8:30 9:30 10:30 11:30 12:30 1:30 2:30 3:30 4:30 5:30
Redford	8:35 9:35 10:35 11:35 12:35 1:35 2:35 3:35 4:35 5:35
Strathmoor	8:40 9:40 10:40 11:40 12:40 1:40 2:40 3:40 4:40 5:40
Detroit, Ar.	8:45 9:45 10:45 11:45 12:45 1:45 2:45 3:45 4:45 5:45
Detroit, Lv.	7:10 8:10 9:10 10:10 11:10 12:10 1:10 2:10 3:10 4:10 5:10
Strathmoor	7:15 8:15 9:15 10:15 11:15 12:15 1:15 2:15 3:15 4:15 5:15
Redford	7:20 8:20 9:20 10:20 11:20 12:20 1:20 2:20 3:20 4:20 5:20
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Farmington, Ar.	7:40 8:40 9:40 10:40 11:40 12:40 1:40 2:40 3:40 4:40 5:40

Spencer in The Field
For Registry Job

Arthur W. Spencer, of Rochester, for seven years supervisor of Avon Township, today announced that he would be a candidate for the Republican nomination as registrar of deeds at the September primary.



In announcing himself, Mr. Spencer said: "I consider that a public official is a public servant, and that it is incumbent upon him to render to the public the expected service, quickly, courteously, and with the minimum of expense to the public compatible with efficiency.—Adv. 291t

Efforts Made to Introduce
Wilt-Resistant Tomatoes.

Most of the work with wilt-resistant tomatoes in the South, where Fusarium wilt is prevalent, has been successful, and further effort is being made by the United States department of agriculture, working in cooperation with state agricultural colleges through county agents to improve the varieties of tomatoes grown and introduce the wilt-resistant varieties into new communities.

All the five resistant varieties, Marvel, Norton, Columbia, Arlington and Norduke, sent to boys' and girls' club members have been grown successfully in many localities where regular commercial varieties failed because of wilt. Although these varieties are not immune, they possess enough resistance to insure a good crop if other conditions are favorable. A few report of failure have been received, but the real cause in all such cases investigated was root-knot, bacterial wilt, or blight. It therefore seems wise to urge the general introduction of these and other wilt-resistant varieties wherever Fusarium wilt is prevalent, says the department.

From the three years' work already accomplished it seems that these varieties will have to be tested repeatedly to determine which is best adapted to the local needs and conditions of any community, but this is true of varieties of any other crop. It is pointed out. In some gardens the resistant tomatoes were free from blossom-end rot and in no case did they suffer more from this disease than the varieties formerly grown.

Control Methods Suggested
For Cheese or Ham Skipper.

Because of damage by insects, chiefly the ham skipper, about \$1,000,000 worth of meat is annually condemned by Federal inspectors. Much greater damage in proportion to the value of meat handled undoubtedly is done by skippers, which are larvae of the skipper fly, in small abattoirs and on farms where sanitary precautions are not generally so thorough as in the large meat-packing establishments.

This loss, according to the bureau of entomology of the United States department of agriculture, must largely be controlled by preventative measures. The larvae hibernates in cold temperatures and it takes a high temperature to kill them. Natural insect enemies, which are useful in the control of some harmful insects, are of little or no use in controlling the ham skipper because most of those which attack the skipper are pests in themselves.

Fine wire screens, having at least 30 meshes to the inch should be used where cured meats are stored. Rooms infested with skippers can be fumigated with hydrocyanic acid gas according to directions furnished by the United States department of agriculture. Rooms in which cured meats are stored should have cement floors and light-colored walls, either plastered, painted or white-washed, so that hiding places for the skippers will be eliminated. The entire life cycle of the skipper is completed in 12 days during warm summer weather, so that two generations a month may be expected. In one ham kept under observation there was a total recorded production of 52,627 skippers during a period of 18 months, and loss in the weight of the ham of 6 pounds 4 ounces, largely due to the feeding of the skippers.

ANN ARBOR PLANS
FOR LEGIONAIRES

Expects Over 5,000 to Attend Fourth State Convention in—Lansing Will Be Slogan.

Ann Arbor—Five thousand delegates and visitors are expected to attend the fourth state convention of the American Legion here, September 6 and 7. The Michigan Legion is now in the healthiest condition of its history, so that the large attendance seems assured.

All the sessions of the convention are to be held in the Hill auditorium, located at the university, while the delegates and visitors will be housed in the quarters while students occupy during the school year.

It was announced by officials from the Legion department headquarters, that Judge Kenneth M. Landis had accepted an invitation to address the convention on the final day, and that Congressman Joseph W. Fordney and Secretary of the Navy Denny had accepted the invitation to speak, providing congress was not in session at that time necessitating their presence in Washington.

Among the state officials who attended the informal dinner held here recently were Department Commander Paul A. Martin, Department Welfare Officer Frank B. Broderick, Department Adjutant Lyle D. Tabor, and Past Department Commander Augustus H. Ganssner.

In his talk at the dinner State Commander Martin pleaded for the growth of patriotism, and a reaffirmation of the principles and ideals on which this country is founded. He declared that what the country needed today was more patriotic and fewer politicians more courage in every day tasks and more responsibility in putting something into their communities rather than those always seeking what they can get out of them.

LEGION LEADERS
TO TAKE PLANE

Eddie Rickenbacker, ex-Pilot National Commanding Officer to visit Michigan.

Detroit—Hansford MacNider, national commander of the American Legion and officials of the Michigan state department of the Legion will go by airplane from Detroit to Alpena tomorrow during the evening session to permit the command to dedicate Alpena's new memorial building. Announcement that the trip would be made by air and that Captain Eddie Rickenbacker, the American hero, now a resident of Detroit, would pilot the plane, is made at state headquarters of the Legion here.

The Alpena building is described by state Legion officials to be one of the finest in the country in a city of Alpena's class. Due to the dedication will be set late, dependent upon arrangements that can be made by Commander MacNider to visit Michigan.

The state officials, who will make the trip are Commander Paul Martin of Battle Creek, Adjutant Lyle D. Tabor of Detroit, Det. Frank B. Broderick, welfare officer, Det. bit, and probably John G. Emery, former national commander.

"HOME TOWN" PAPERS
FOR HOSPITAL VETS

American Legion Plans Service Through Co-Operation of Newspaper Publishers.

Indianapolis, Ind.—Copies of the "home town" newspaper sent to each of the more than 300,000 veterans of the world war who are now confined to various government and private hospitals throughout the United States as the result of illness or wounds incident to war service are included in plans which the American Legion is working on for making brighter the lives of these men.

Many Michigan newspapers now send free copies to the American Legion, tuberculosis hospital at Battle Creek. Preliminary story which the ex-service men's organization has already taken to obtain in the hospital is of the wounded veterans receive practically no information of what is going on "back home."

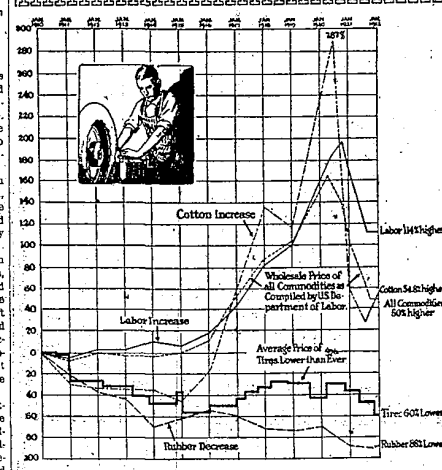
When the information has been gathered, Legion officials in co-operation with an ex-serviceman in a hospital will ask the co-operation of the newspaper editors in an effort to obtain the papers gratis.

PROTEST SHOWING DEMPSEY FILM

In a resolution sent to Department Headquarters, the Frank Westland Post No. 263, Royal Oak, Michigan, voiced a vigorous protest against the sponsoring of the Dempsey-Carpentier picture being shown in Detroit under the auspices of the Barker and Beatty Posts.

The Post's objection, according to the resolution is that Jack Dempsey is known to have willingly traded active service in the World War and as such a person should not merit the moral or financial support of any veteran organization.

PROGRESS OF AUTOMOBILE TIRE INDUSTRY SINCE 1910 IS SHOWN



While most commodities used by man have advanced in cost during the past decade, automobile tires are a notable exception.

Figures just compiled bring out the significant fact that tire prices have a steady downward trend since the year 1910, with only a comparatively small increase during the war and after-war days.

Tires of standard make can now be bought at lower prices than before the war, and indeed lower than at any time since 1910.

And this has been done without sacrifice of quality, for every tire user knows that he is getting twice the average mileage from his tires that he was getting a few years ago.

This unusual result has been accomplished through the tremendously increased demand and use, which permitted quantity production, and in larger part by means of the successive improvements in manufacturing processes, which brought quality up and costs down.

Chart Tells Story. The accompanying chart tells a striking story of the progress since 1910 of an industry whose products approach the billion dollar mark in total annual figures.

Studying the chart in detail, it will be noted that starting with 1910, the general range of commodities in the United States ran about uniform up until 1915, while cotton and rubber, the two chief materials used in the production of tires, had a general downward trend.

Corresponding to this, the price of the finished tires, similarly moved downward until in January, 1915, they reached the lowest point they had ever reached, a point not again to be touched until the price reduction that took place this winter.

At this time, 1915, tires were about 68 per cent lower than in 1910. Crude rubber prices turned upward in the spring of 1915 and the next year saw long staple cotton start on its spectacular career, mounting higher and higher, passing all former levels ever dreamed of and reaching in the summer of 1920 a figure 287 per cent higher than in 1910.

At about the same time labor costs began to rise very sharply all over the country, affecting every industry that employed men. With raw materials and labor costs both increasing, the

period from 1915 to the summer of 1920 saw the general range of commodities in the United States climbing on and up until at the peak of 1920, they were over 160 per cent higher than in 1910.

In the rubber industry this increase in the cost of materials and labor was necessarily reflected in the cost of tires. The downward trend in price which had previously darkened the industry up to 1910 was replaced by a period of rising prices. From the spring of 1918 until the fall of 1920 tire figures reached a point where they were within 90 per cent of the 1910 level.

End of Increased Costs. The fall of 1920, however, saw the end of the period of increased costs in nearly every raw material and finished product used by consumers.

Long staple cotton came down as sharply as it had risen, though it did not get back to its old low levels, and at the beginning of 1922 is still about 65 per cent higher than in 1910.

In this it ranges just a little higher than the general price average of all commodities in the country, as compiled by the United States Department of Labor.

Labor costs, too, had come down part of the way, but still, in this industry, stand more than 100 per cent over the 1910 level.

Crude rubber, which represents less than 25 per cent of the manufacturing cost of tires, has been moving gradually downward since 1918 and though now on the upgrade, is still 50 per cent below 1910. Its price broke sharply, too, in the fall of 1920.

Cost of Tires Fell. The cost of finished tires came down immediately in the fall of 1920 in line with the lowered cost of materials and labor, despite the fact that there were large accumulations of stock, both raw materials and finished products, to be absorbed. So today we find a situation where tires are 60 per cent lower than in 1910.

In other words, tires have not only gone below the pre-war levels, but are lower now than they have ever been in the history of this industry.

And this result, in an industry, such as the tire industry, which makes up over a billion dollars' worth of finished goods a year, is a story of tremendous economic significance.

GRAVEYARD FOR ARISTOCRATIC AUTOS



Have you ever wondered what has happened to that good old bus of yours with which you parted when you got the shiny new one? The photograph shows a graveyard for old aristocratic Washington horseless carriages. Many of them have served faithfully in the best of families, yet now in their old age are left unprotected to the ravages of the elements.

A Study of Perfection. Culture is a study of perfection.—Matthew Arnold.

Brightening Gold Lace. Turned gold lace can be made to look like new by brushing every thread thoroughly with a brush dipped into pulverized burned alum.

The Gynic Says. Two kinds of women are hard to understand. Blondes and brunettes.

Vets by Seniority. In the election of a pope the cardinals vote in the order of their rank and age, the dean of the Sacred College being the first to cast his ballot.

Ferland's Needlecraft and Art Shop

We carry an exclusive line of imported and art goods in Maderia—Portia—French and Italian embroideries and lace.

Also a full line of silks, satins and Georgette Gowns and Tricotie and serge dresses

We specialize in infants' wear and ladies' silk lingerie.

1627 GRAND RIVER, AVE., DETROIT.
In Ferry Field Building Near West Grand Boulevard.