

Michigan Mirror

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Governor Kelly is said to favor the reorganization plan, whereby the governor's office would wield control and power in the spending of money for highways. He feels that centralized authority also brings responsibility, and that responsibility for good roads in Michigan should logically and properly rest with the governor of the state.

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This philosophy of public service prompted the appointment of Dr. Robert Ford of the University of Michigan to the newly created post of director of business administration, a glorified title for a trouble-shooting efficiency expert whose chief assignment will be the

elimination of overlapping governmental agencies and an accompanying simplification of government itself.

Logically the same idea would extend to the highway department, as we have observed before. Governor Kelly has not shown his hand openly in this direction, although he is said to have favored it.

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In the legislature's debate on the highway plan, the foremost reason advanced by Republican advocates was the slogan-like idea of "taking the highway department out of politics." Would the Republicans be interested in the idea were the commissioner a Republican instead of a Democrat? Of course, the answer depends upon if you were born a Republican or a Democrat. But the highway department being jelled by civil ser-

vices while under Democratic control, the Republicans do sniff the air suspiciously and exhort loudly that the department has been misused by the Democrats as a political machine to perpetuate themselves in office.

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This Tammany Hall idea persists in the minds of some Republican legislators and also in the minds of quite a few voters. Its distaste has been intensified by the November reversal to federal bureaucracy which was blamed right or wrong, for much of today's war regimentation out of Washington.

The legislative leaders also may entertain the belief that the public isn't much concerned over what happens at Lansing because 99 per cent of their worry centered about the fighting Yanks in Tunisia and in the Pacific and wonder-

ing if the Germans are going to invade Spain, try to grab the Gibraltar, or when and where the Allies will strike again.

In perspective, the global war makes the Lansing scene look a bit dull.

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Senator Joseph Baldwin (R) of Albion was among the Republican senators who challenged the program to deprive the voters of the ballot box; control of highways, and he raised a very interesting post as to whether appointment of the commissioner by the governor really would accomplish what proponents said it would: Take the department out of politics.

From the viewpoint of history, the Albion law-maker has sound support in the fact that Michigan has had only seven highway commissioners since the department was created by the legislature

back in 1905. In the first eight years when the commissioner was appointed by the governor, two engineers held the position—Hortense S. Earle from 1905 to 1909 and Townsend H. Ely from 1909 to 1913.

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Earle and Ely were appointees of Governor Fred M. Warner, Republican, who accomplished the unorthodox feat in those days of being re-elected for three successive terms. Ely was retained by Chase S. Osborn when the latter became governor in 1911.

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In 1913 the post was made an elective office with a four-year term and a \$7,500 annual salary.

Ely was followed by two Republicans, Frank Rogers from 1913 to 1929, a long 16-year span, and by Grover C. Dillman (president today of Michigan College of Mining Technology) from 1929 until

the New Deal in 1933.

If the reign of the Republicans in this post was disrupted, then the Republicans have only Frank H. Delano Roosevelt and a series of popular laddulines to blame.

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The New Deal brought Murray D. Van Wagener to Lansing in 1933 and it helped to re-elect him in 1937, the year after the Roosevelt-Murphy victory at Michigan polls. When Pontiac "Pat" went to the governorship in 1941, he was succeeded by his brainy deputy, G. Donald Kennedy, now of safely berthed in Washington with a \$18,000-a-year safety foundation job.

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In the meanwhile, the Republicans have had hard sledding. William B. Brucker (R) was followed by William A. Comstock (D), Frank Fitzgerald (R) was followed by Frank Murphy (D), Luren Dickinson, heir to the Fitzgerald crown, was followed by Murray D. Van Wagener (D). We're right back where we started with Harry F. Kelly (R) as governor.

In this restless, depression decade, Michigan has experienced a steady turnover of the governor, every two years as regularly as the clock ticks 60 seconds to the hour. In this same period the tenure of highway commissioner has averaged five years, more than double that of the governorship.

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All this is a bit of recorded history, and it all adds up to the same thing:

If the Republicans hold the governorship at the Democrats have held the post of highway commissioner from 1929 to 1943, then the value out of your fats, the Government asks, but be sure to salvage the fats you cannot use of any kind and in no matter how small a quantity.

On the spiritual front, President Roosevelt has written an special message endorsing the tenth annual observance of Brotherhood Week from February 19 through February 28.

The President wrote: "The perpetuation of democracy depends upon the practice of the brotherhood of man. The American conviction in war as in peace has been that man finds his freedom only when he shares it with others. People of every nation, every race, every creed are able to live together as Americans on this basis."

Further, Mr. Roosevelt stated, the United States is fighting the Axis powers "for the right of man to live together as members of one family—brothers—rather than as masters and slaves."

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Last year more than 2,600 American communities took part in Brotherhood Week. This year it is believed that an even larger number will join in this celebration, with Army camps, Navy bases, civilian morale units, schools, colleges, service clubs, veterans' organizations, youth groups, and above all, churches of all affiliations taking part.

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Appropos of watching out for the future, it is interesting to note the bitter lesson Germany learned (and is now taking advantage of) in the first World War in connection with the salvage of waste fats and oils. The desperate lack of these vital supplies, cut off by the British blockade, became a contributing factor in the final outcome of the war.

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Germany Smuggled Fats

In fact, so desperate was Germany for fats and oils that she resorted to all kinds of smuggling on a wholesale scale. Neutral ships' engines were found by the

British to have water-tanks filled with fat. "Onions" turned out to be balls of fat. Chocolate bars contained fats on the inside. In less than 2 years, some 7,000 people in a neutral nation adjacent to Germany were admitted to have been caught smuggling.

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This situation finally led to one of the outstanding events of the blockade when the British Government risked even the displeasure to the government in 1941, he of the United States, not yet in the war, by confiscating all prizes of war four ships with cargoes of lard from New York all destined for a private consignee in Denmark and guaranteed by the consignee against reexport to Germany.

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This was the famous Kim case, which reestablished the basis for conditional command. These four ships alone were carrying enough lard to Denmark to cover the normal imports of that country for the next 13 years.

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Determined to avoid such a shortage of fats and oils in this war, Germany started a salvage program as far back as 1937. She forced housewives to install grease traps in sinks. She rebuilt sewers so that fats could be recovered. She began conditioning people to accepting substitutes and giving up butter for war.

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Every Scrap Needed

American housewives can therefore take a tip even from the Nazis in the vital importance of collecting and saving all waste cooking fats from which war-vital glycerine is recovered for munitions and the manifold uses of war. Get the full nutritional value out of your fats, the Government asks, but be sure to salvage the fats you cannot use of any kind and in no matter how small a quantity.

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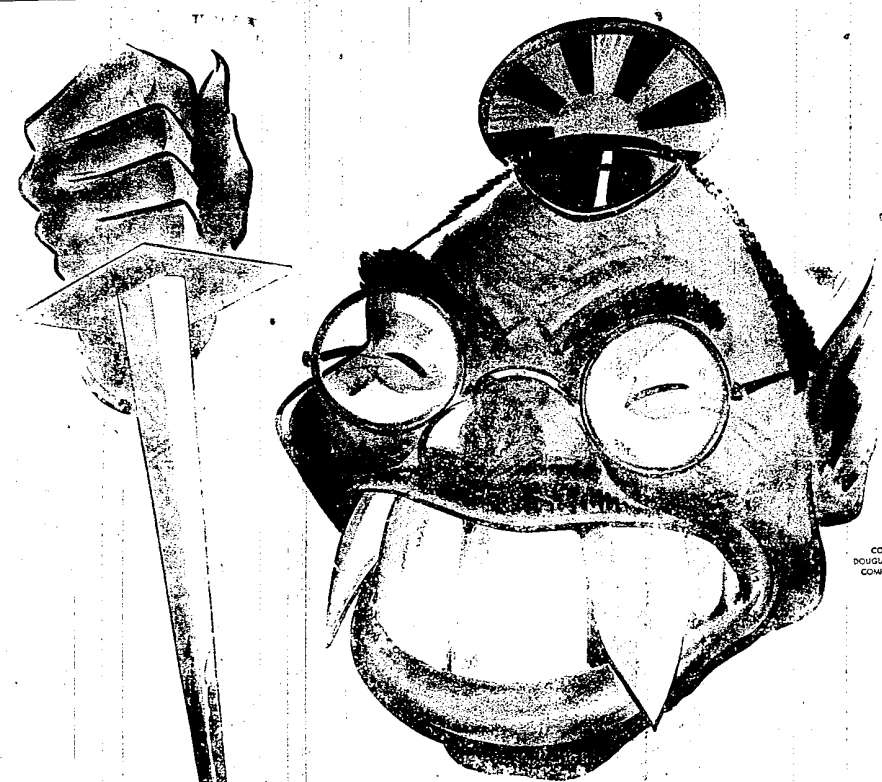
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Silver for Copper

Substituting silver for copper in electrical conductors in ten war plants under construction saved enough copper to make 95 million aircraft machine gun bullets, 600,000 anti-tank shells, and 1,500,000 anti-aircraft shells.



"PLEASE NOT TO BUY U. S. WAR BONDS AND THANK YOU SO MUCH!"

You are an American—independent—free—outspoken—and proud of it! You would probably take a swing at anyone who said you were giving aid and comfort to the enemy.

Yet, if none of your spare dollars are going into War Bonds, you are doing just that—giving aid and comfort to a bunch of Nazis and Japs.

Don't fool yourself. Hitler and all his motley crew are watching the sale of War Bonds and Stamps closely. They grin when sales go down. They cringe when sales go up. They know that War Bonds deliver a rain of steel into the camps of the Axis.

Even though you never are able to leave your desk, or your farm, or your workbench, you can get at Hitler. You can get at him with your spare dollars by pledging part of

your weekly income regularly to the defeat of the Axis powers.

Pledge 10% of your pay check to Uncle Sam and in return he will pledge to give it back to you with interest. In ten years he will give you back \$4 for every \$3 you lend him today. For every \$18.75 War Bond you buy, to whip the Axis, the U. S. Government will give you \$25 in ten years. For every \$37.50 Bond, he'll give you \$50.00.

And if you need any of the money you put in before then, you can get every penny back, after the first 60 days.

Now, when our country needs your dollars, you can start building a nest-egg which will give your family security and the good things of the peace to come.

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Farmington, Mich.

BUY WAR BONDS AND STAMPS FOR OUR BOYS



FARMERS-Let Us Serve You While You Serve Uncle Sam

Your war job is to produce the vital foods and fibres needed to smash this thing through. And we're ready to help. Try our complete line of stock and poultry feeds. Everything necessary for healthy, productive animals.

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