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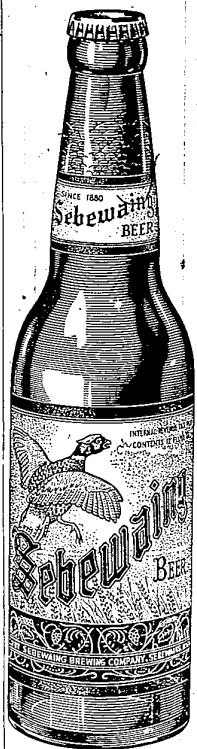
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LEGION AUXILIARY TO HAVE BAZAAR ON TUESDAY

The American Legion Auxiliary has made all final preparations for the bazaar to be held on Tuesday afternoon, April 15, at the Legion Home on Grand River Avenue.

There will be many lovely things in the sewing and linen booths; a bake sale and a white elephant booth. In addition to the usual features of the bazaar, there will be many extra events to please all visitors.

Remember the date is next Tuesday, at the Legion Home. You and your friends are invited to attend the bazaar.



SAY IT YOURSELF!

Some thirsty folks just say "Beer". But those who know beer quality are far more likely to say "Sebewaing".

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ROAD CREWS BUCK SNOWS IN STATE'S WORST WINTER

Old timers in recent years have heard to say "winters aren't what they used to be", but after what happened in Michigan this winter, we won't be hearing any more of these stories, for a while at least.

In fact, old timers and others as well will agree the recent Michigan snow storms were as tough as any they can remember and there is plenty of evidence to bear them out.

Every county in Michigan has had its share of snow troubles this winter, but the northeast section of the Lower Peninsula and the Thumb district really took it on the chin and reared it "right on the nose" from the heating.

No! only was there a heavy fall of snow, but it was concentrated within a short period of time, with constant, freezing temperatures broken by thaws. And just at the time when weary crews succeeded in getting roads open, in many cases for one way traffic, high winds came along and filled in the roads, leaving the snow removal crews exactly where they were when they started.

Highway Commissioner Charles M. Ziegler reviews Michigan's snow battle this winter as the toughest in 20 years. The first big storm of the winter hit January 23. The snow was a heavy, heavy type, that set immediately and then froze. At frequent intervals, five additional storms hit the east side of the state, sweeping in from Lake Huron to engulf the shore counties and the Thumb area. Narrow sections of roads acted as troughs which filled in when frequent high winds fanned new snow into swirling drifts, some of them as high as 20 feet. On the bottom was the original snow, turned to ice and impenetrable to snow removal equipment.

Men and machinery literally were worn out by the endless battle. It was not uncommon for crews to work around the clock and long until exhaustion forced them to rest. Meanwhile, the drifting snow proceeded to lock tight the roads in many counties.

County road crews as well as the State Highway Department have been handicapped by a shortage of personnel and by the necessity of using old, inadequate and unreliable equipment. Even new equipment broke down, so heavy was the snow and ice encountered.

Commissioner Ziegler explained that during the four war years practically no new equipment was obtained. Since the end of the war, the state has been extremely scarce because of steel and other material shortages. In addition, all units responsible for highway work, the Highway Department, County Road Commissions and Cities have been faced with inadequate finances, partly due to the fact that costs of operations have almost doubled since before the war.

In an effort to combat blocked trunklines and relieve snowbound communities, which ran short of food, fuel and medicine, the State Highway Department shifted equipment throughout the Lower Peninsula. Without the state's aid, some of the counties would have been paralyzed for weeks. Seven big plows, including Sno-cats and Rotowings, were sent into Sanilac county alone, the hardest hit of all the counties in the state.

The expense of snow and ice removal in Michigan the past winter has been tremendous. A. O. Cuthbert, engineer-manager of the County Road Association of Michigan, estimates the county cost will approximate \$7,000,000, compared to \$2,275,000 a year ago.

The Highway Department figures its snow and ice bill on trunklines outside cities will run \$2,500,000, while the cost on trunklines within the cities, part of which is not by the cities, will more than double the \$150,000 budgeted for this expense. This makes a total of close to \$10,000,000, not including any expense for removing snow and ice on city streets not to the state trunkline system. The cities have been unable to estimate their snow

removal bill, but when these figures are available, there will be a substantial addition to the \$10 million estimated above.

(The American Road Builders association estimates the average yearly cost of snow and ice removal in all states prior to this year at \$30,000,000.)

Commissioner Ziegler has complimented maintenance crews of the Highway Department and the counties for a job well done. Many of the men, he said, spent from 25 to 30 continuous hours behind the wheel of snow removal equipment, fighting drifts 10 to 20 feet high in an effort to keep trunklines open to traffic and relieve communities cut off by the storm. While the worst conditions existed in the Thumb area and the northeast portion of the Lower Peninsula, counties in the western part of the state also were hard hit.

At the straight of Mackinac, between the Upper and Lower Peninsulas came to a standstill several times while powerful, ice-crusher state ferries and the \$10 million ice-breaker Mackinac of the U. S. Coast Guard struggled to open a path through ice piled 30 to 40 feet deep.

As the main force of the storm swept over the lower portion of the state, cries for aid flooded offices of the Highway Department and the County Road Commissions. At times, entire communities were cut off from the outside world. Rural schools in dozens of counties were closed. A teacher, with school children bound for their homes in Alpena county stalled in heavy drifts and the children spent two nights in a country store. Some walked to their homes later, others were rescued on horseback.

In the same vicinity a ski-plane was used to remove a sick child to hospital after snow removal equipment broke down bucking 20 foot drifts in an effort to open roads to the child's home.

Clinton county reported 17 emergency calls in four days. In Chippewa county, maintenance crews used a Sno-G to extinguish flames in a burning farm house that was cut off from outside aid by the high drifts. Army tanks were used to rescue stranded motorists in Muskegon county. Sanilac county reported over 200 motorists caught in their cars by drifts on roads south of Marlette.

In many sections of the state equipment operators began wondering whether their biggest problem was snow or the storm. Some suggested a law should be passed prohibiting babies to be born during blizzards. The number of such mercy missions could not be accurately determined. However, County Road Commissions insist the population of the state must have been considerably increased, judging from the number of calls they received.

One county road superintendent, at least, has had his fill of snow for all time. He has turned in his "badge" and anyone who wants his job can have it.

There have been many complaints from people living on township roads, which have not been plowed out, and though their plight

LATEST WORD IN JACKET BLURB

"Storm Center" is a novel about Andy Johnson by J. Walker McSpadden. This author lived as a boy in the little town where Andy Johnson got his start. In this story he takes you through those stormy days as an eyewitness. Andy Johnson was a runaway apprentice from a North Carolina tailor. He arrives at Greenville, Tennessee, to be held "at least until another generation had brought a broader outlook to both North and South, trusting that in the course of time simple justice might be done to the much maligned and misunderstood public servant."

The manuscript which is the basis for the story is bequeathed to the author by his grandfather who lived at the time. He wished it to be held "at least until another generation had brought a broader outlook to both North and South, trusting that in the course of time simple justice might be done to the much maligned and misunderstood public servant."

"Blood Brother" a novel by Elliott Arnold, moves against the grim background of Apache warfare during the final stage in the opening of the West when the conflict of American pioneers and Indians reached a climax of ruthless ferocity. But "Blood Brother" is far more than a brilliant narrative telling of the bloody wars to 1850 to 1875. It is, primarily, the story of how two brave and remarkable leaders, Tom Jeffords, pioneer and government scout, and Cochise, war leader of the Chiricahua Apaches, found a way of bringing peace to vast areas of the southwest when armed conflict. The book presents with shocking clarity, a parallel between the military, occupational and administrative forces of that time and those of today. Finally, "Blood Brother" tells the magnificent love story of Jeffords and his Indian bride, a story of great and tragic intensity.

"Dot for Short" is a story by Frieda Friedman. It will be enjoyed by all for the illustrator is Carolyn Hayward who wrote "Primrose Day", "Penny and Peter", and many others. As soon as you meet

is not a pleasant one, there is nothing that can be done about it. The counties do not receive enough money to take care of these side roads, even in normal times, and with financial crisis and equipment out of commission, the road commissions have been powerless to do a job that would satisfy everyone.

Many words of commendation also have come to the road commissions and their hard-working maintenance crews. And they are deserving of a pat on the back for the long and tireless hours they have spent in bucking huge drifts and low temperatures. One of the roughest jobs a man can find is that behind the wheel of a rolling, plunging snow plow.

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Dot you are part of the Fleming family. You can smell the cabbage cooking in Mrs. Adams' flat on the first floor. You dodge when Mike, Dot's brother, explodes out of the door and jumps a couple of feet in the hall. You are greeted by the spicy fragrance of baking cake when you go into Grandma's kitchen.

Dot was very timid but could overcome her timidity when she had to, and in the story, she is the one who solves the major problems. All these and many other books you will enjoy may be obtained at the Farmington Public Library, open Monday and Friday, 6:00 to 9:00 p.m. and on Wednesday and Saturday 11:00 a.m. to 1:00 p.m. and 3:00 to 9:00 p.m. All residents of the City and Township are invited to use the library facilities.

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