
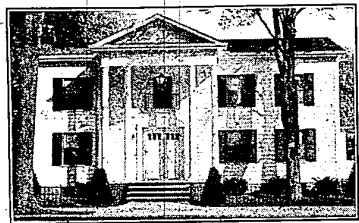


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SUNSHINE LADY ASKS FOR MORE "TALKING BOOKS"

Joyce LaPlante, 5 East 11, University Hospital, Ann Arbor, is very lonely. She is far from friends and family during her shut-in hours.

Another lonely person is James Kenny, Ward B-10, VA Hospital at Outer Drive and Southfield in Dearborn. James' friends and family are also far away.

Mrs. Ethel Munsion, 2525 Marquette Avenue, Detroit 8, is a shut-in who could be made much happier by a few friendly notes.

I'm wondering why more "talking books" aren't sent to each hospital in this area. They are a blessing to the blind. Seems to me it would be a very nice project for some civic group to take on.

Charles Johnson, and Josephine McClosky at Glenbrook lived very active lives before their afflictions. Charles was on the stage, and Josephine worked in an office. Now they may just sit, and days spent like that are very, very long.

Remember, you still have time to get your "Friendship Day" card in the mail. If you have an extra card, why not drop it to Reverend Fred Fisher, or to Mr. and Mrs. Fred Grimt, 1925 Prevost, Detroit 19? Or perhaps Miss Kay McCoy, room station WKHM, Dearborn?

It's just a small way of saying "Thank You" for the cheer they bring to others.

You never know; some day they may be sending cheer to you.

Scout Troop 35 Visits Camp Agawam

Sixteen members of Boy Scout Troop 35, of the Farmington Baptist church, are attending Camp Agawam at Tommys Lake this week.

The boys left Sunday in Troop Committeemen's cars. Scoutmaster William E. Barnum is in charge of the troop. Boys visiting the camp include Scouts Gaynes, Banks, Wilfred and Arthur Schaldenbrand, Smith, Erickson, Leroy, Mulcare, Daniels, Dury, Paulson, Foster, Goulet, Grieshaber and Richard and Ronald Tilton.

WASHINGTON MERRY-GO-ROUND

(Continued from Page Two)

settles the strike at a dramatic, all-night session.

Here, for the first time, is the inside story:

After negotiations broke down at South Bend, Secretary of the Air Force Stuart Symington personally invited Benbiz-boss Malcolm Ferguson to Washington. Symington suddenly he sent an air force plane to Detroit to pick up Walter Reuther, chief of the United Auto Workers.

The two men were brought in to see Symington separately. The secretary of the air force warned both that plane production in his forced down for lack of key parts if the strike continued.

It was Reuther who suggested they sit down on the spot and settle the strike.

"With all this talent from both labor and management," he declared, "if we can't settle this strike, then it just plain can't be settled. And I'm willing to sweat it out."

Ferguson was brought in, and the two men met face to face.

"I am convinced that by using the democratic processes," Reuther offered, "we can settle this strike, and by doing it in that way, we will enable the air force to continue to defend the democratic processes we are using."

Ferguson promptly agreed.

Assistant Secretary of Labor John Gibson also was called in, offered to serve as arbitrator.

For several hours the two sides haggled behind closed doors, took time out only for quick snacks. Symington kept a Pentagon kitchen open all night to accommodate them.

By 3 a.m. the negotiators were still deadlocked. Finally Reuther blurted out: "The thing that bewilders me is how a situation that has dragged out 100 weeks and should have been settled at the outset, yet has been handled with good faith and good will and intelligence, could have gotten so 'snarled' up as it is tonight."

Reuther used one word that can't be repeated here which caused the tense, solemn group to burst out in laughter. This broke the ice and started the negotiators on the road to settlement.

Air traffic transactions handled by the International Air Transport Association's London Clearing House during the first quarter of 1949 reached \$46,370,000, almost double last year's first quarter.

Whee! Officer Hits The Jackpot

What perhaps started out as a pleasant fishing trip ended up in great legal difficulties for two fishermen, writer's cramp for a law officer, and a tale tallored for boring grandchildren within twenty years from now.

All was going well with the fishermen until their car was inspected by conservation officer Ernest Derwin, of Manistiquie. What Derwin found gave him the writer's cramp.

To begin with, the two fishermen had 11 trout in the car. Not a bad catch. Only they were all under derange. (Check up one violation.) Somehow, the fishermen neglected to have fishing licenses in their possession—that's two counts.

Inside the car, the officer found one more (No. 3) offense — two 22 rifles and a pistol, none encased, none broken down, in strict violation of the state laws applicable to firearms.

Firearms in automobiles brought up the question of the auto itself. How come it didn't have a license (No. 4)? Well, the drivers didn't have operator's licenses either. (No. 5) so that sort of balanced out.

What did they need the firearms for in the first place? Seems they planned a little hunting. Only they didn't have hunting licenses, either. (No. 6.)

The seventh count? Oh, yes, one of the men was also wanted for a Grand Larceny charge in Wisconsin. And Derwin? He still has a gleam in his eye — and writer's cramp in his hand.

A PORTRAIT OF THE BRIDE

GROUP PICTURES OF THE WEDDING

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Dogs Get Lesson On Attacking Deer

Two springer spaniels were given thorough trouncings and chased into their own back yard before being convinced that attacking a doe deer was foolhardy business, Ray Walker, conservation officer of the St. Ignace area, reports.

Leaving the two yapping, but retreating dogs behind, the doe and her nearby fawns returned to the woods.

George Lockhart

Fellow American Society of Piano Technicians

Pianos Tuned - Rebuilt Reconditioned

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Michigan Mirror

(Continued from Page Two)

more freight traffic in a year than all the other canals in the world. The great Panama Canal is a piker by comparison, although equally vital to our security.

The military strategic importance of the Soo locks was doubly recognized by the United States government during World War II when a huge ore-loading railroad terminal was rushed to near completion at Escanaba. This project swallowed up many millions of war bond money. It reflected the jittery fears of Washington strategists as to what might happen if the Soo canal were bombed out of usefulness by raiding German.

Today, as midwest tourists again freely inspect the canal locks, they do so in the shadow of wartime security fences. Fort Brady will probably be reactivated before 1955 when the Centennial is held. This northerly Michigan city remains a key economic artery of our nation in peace as in war.

Marguerite L. Labadie of Farmington is one of 1502 students enrolled in the six weeks summer session at Western Michigan College, now in progress.

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