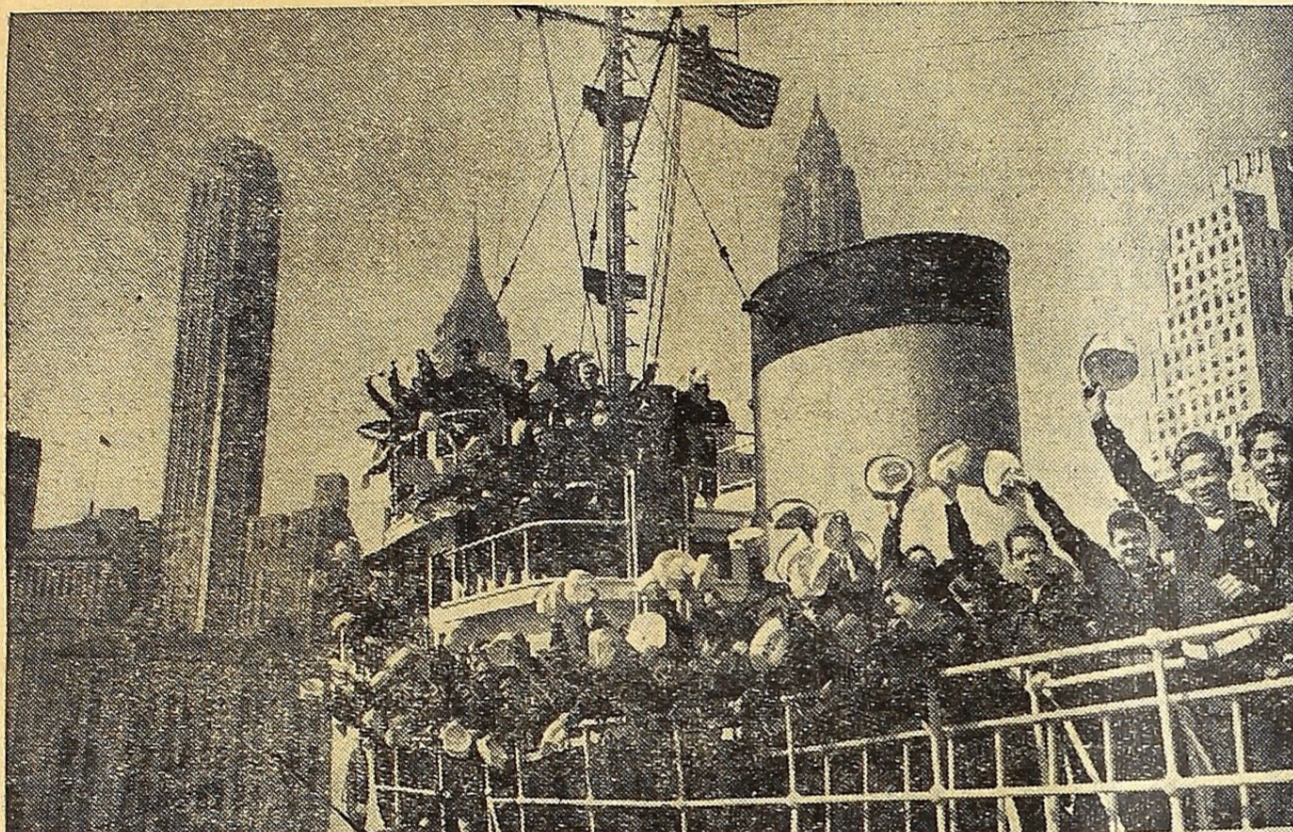
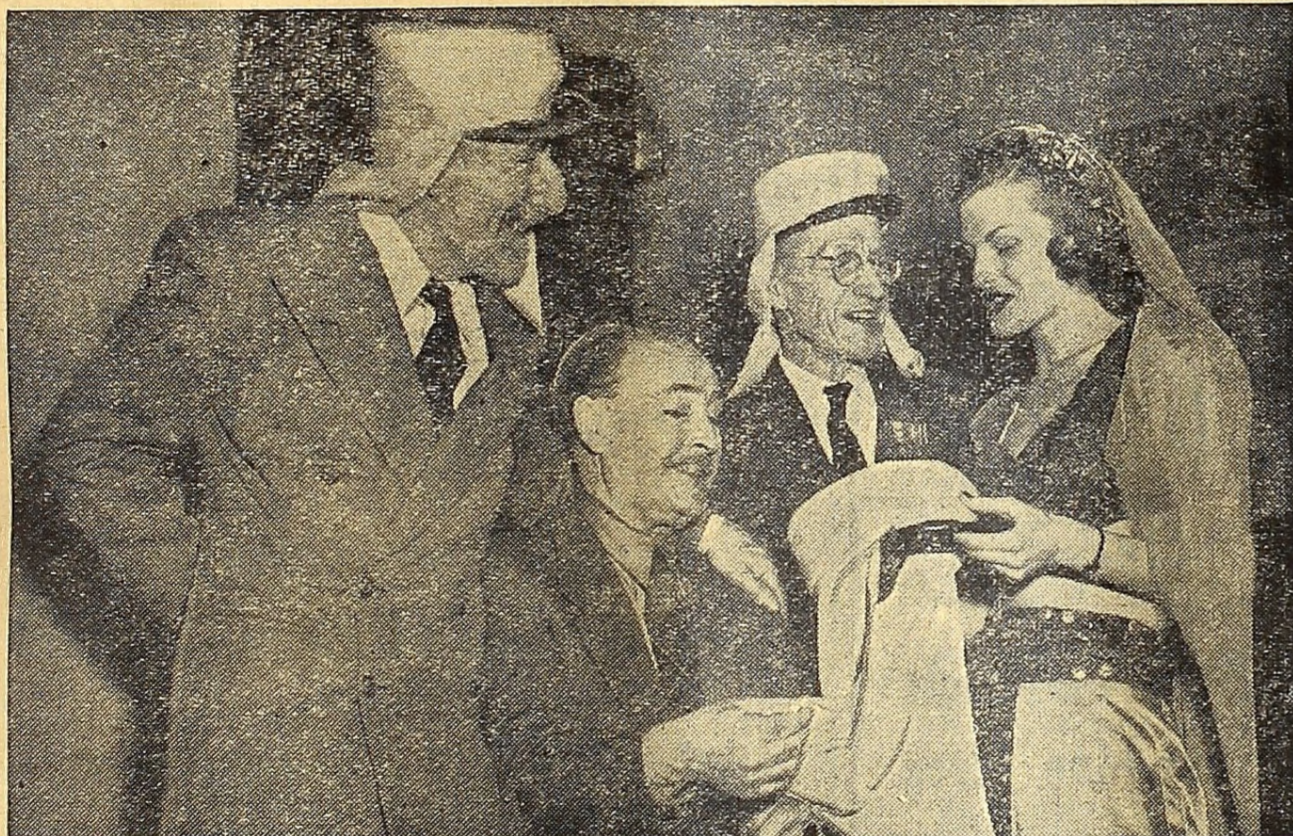




OSCAR WINNERS AND THOSE WHO PRESENTED AWARDS . . . No recounting of the annual award of Hollywood "Oscars" for the "best" this or that in filmland during 1948 would be complete without the inevitable photo of the winners and those who presented the "Oscars" — so, here they are. At the left is the distinguished Ronald Colman who presented the award for the best performance to Jane Wyman for her work in Johnny Belinda; Miss Wyman, herself; Loretta Young, who presented the award for the best actor, which went to Sir Lawrence Olivier, for his Hamlet, to Douglas Fairbanks, Jr., representing Olivier.



JUNIOR GOBS OFF FOR A CRUISE . . . Posing against New York's imposing skyline of skyscrapers, these junior gobs are ready to shove off on a patrol of New York harbor. The boys, numbering 66, are members of the Junior Bluejackets of America, and frolics such as this on the coast guard cutter "Navesink" are frequent as the summer season progresses. The boys were in full navy dress uniform with white leggings. That they are good sailors was shown in the report following the cruise — none of the boys got seasick despite the sometimes choppy conditions which prevail in the harbor.



FOREIGN LEGION BIRTHDAY OBSERVANCE . . . Commemorating the 30th anniversary of the founding of the French Foreign Legion, legionnaires who served with the famous unit in Morocco held traditional Moroccan michoue in the home of M. Raymond Terull, commercial counselor to the French embassy in New York. A michoue is a party where everyone eats food considered delicacies in Morocco. Left to right, above, are Legion vets Ove Fronn, Maurice Hammon, and A. Maurer. The lady is Anne Helsper who was on hand for decorative purposes. Some of the Moroccan edibles which were consumed bore such exotic names as krabege halab, assabeh baklawa and kibily.



GREEK EVZONES ARRIVE FOR PARADE . . . Twelve picked Evzones, famous Greek mountain troopers, are shown marching away from the trans-Atlantic airplane which brought them from their native land to LaGuardia field for participation in celebration of the 128th anniversary of Greek independence by Greeks in the United States. The unit was to lead the parade of 10,000 people up Fifth avenue. They were especially selected from the unit guarding the Greek king. The Greek officer commanding was unidentified. Despite their novel dress, the Evzones are rated among the best fighting men in all the world, and their strange costumes never elicit any "kidding."



Curbing Inflation

BACK IN THE MID-1920's we had an inflation that was followed by a bust and then a depression from which we were relieved only by World War II. That inflation was not the sky rocketing of commodity prices, but of industrial, utility and other stocks.

For two years, and more, the bulls had a merry time boosting stocks higher and higher into the air regardless of their earning capacity. The people were stock-buying crazy. They saw fortunes growing in everything that was offered. The brokers were demanding only narrow margins on an ever-upward market, and the banks were loaning "call" money at comparatively low-interest rates. The people saw an opportunity for quick riches in an easy gamble. Millions of them were playing the game. They built up paper fortunes and looked for more.

The foundation on which that inflation was built were world conditions for which World War I was responsible. Such conditions were supplemented by the desire of the people to take a gamble, and the ease with which they could gratify that desire. There was no law, the enforcement of which, would stop the wild craze, but there was one man who might have helped to curb the runaway stock inflation.

That man was President Coolidge. In deference to the prestige of his office, the federal reserve board would, at the President's request, undoubtedly have raised the re-discount rate to such a high point that it would have stopped much of the borrowing of money with which to gamble. Such a move, at that time, would have been extremely unpopular with millions of the American people, those who believed they were growing rich through their dealings in the stock market. It is possible the President did not wish to incur the resentment of those wealth-seeking millions.

Such a move in 1926 or '27 would have prevented some of the bust of 1929, and undoubtedly softened the long depression that followed the bust. Curbing that stock inflation in 1926 or '27 would not have been good partisan politics. Regardless of who its nominee might have been, the Republican party would have paid a heavy price for such an action by the president in the election of 1928.

Today we are faced with an inflation in commodities rather than in stocks. The primary cause of the present inflation is an over-supply of circulating, printing press currency; a "too much" to which more is being added at the rate of 30 million and over each month. To correct that condition would not be immediately popular, especially with some minorities. To peg the currency we now have by re-establishing a gold standard, would stop, temporarily, the days of easy money-flow; the continually-increasing wage scales; the high price of foods and other products. It would be opposed by CIO and other minorities.

Neither of the major political parties wish to incur the opposition of these minority groups. Both think more of partisan political effect than of the best interests of the nation as a whole. Such is partisan politics in action.

Too much money creates a demand for commodities beyond the present production capacity. That means a seller's market and an ever-declining purchasing power of our printing press currency. A smaller number of dollars each with a fixed value, would soon change that seller's market to a buyer's market, with prices coming down. The consumer would be quickly effected, but because of the possible effect on wages, labor would not be favorable, and congress is afraid of losing the labor vote.

Some members of the congress have talked about stabilizing the dollar at the present value. That could be done by re-establishing a gold standard, on the basis of \$35 to \$40 an ounce for gold. Talk alone does not accomplish a result. It takes congressional action, but congress does not act. It prefers to go along with the continually-dropping values of our printing press money rather than risk the displeasure of the selfish minorities that are opposed to a change.

Three billion dollars is a lot of money. Enough to provide \$60 for everyone, men and women, who cast a ballot in the last national election. It would provide \$21.42 each for all the men, women and children in the United States. That three billion dollars represents the sum the government would save each year should congress enact into law the recommendations of the non-partisan commission on organization of the Executive branch of our government.

SEWING CIRCLE PATTERNS

Well Tailored Button Fronter Play Togs for Brother, Sister



Yoked Shirtwaist

NEAT, versatile, flattering—a yoked shirtwaist dress that's tailored to perfection. Huge patch pockets are optional, a narrow belt ties softly in front. Easy to wear, easy to care for.

Pattern No. 8400 is for sizes 14, 16, 18, 20, 40, 42 and 44. Size 16 4 yards of 39-inch.

These Are Fun to Make

STURDY play togs for the sand box crowd that are such fun to make. Flower-trimmed dress with matching panties for sister; easy to make sunsuit is for a boy or girl.

Pattern No. 8141 comes in sizes 2, 3, 4, 5, 6, 8 and 10 years. Size 3, dress, 1 1/2 yards of 39-inch; overalls, 1 1/2 yards; short overalls, 1 yard; panties, 3/4 yard.

The Spring and Summer FASHION is a complete and dependable guide in planning a smart summer wardrobe. Free pattern printed inside the book. 25 cents.



8141
2-10 yrs.

SEWING CIRCLE PATTERN DEPT.
530 South Wells St. Chicago 7, Ill.

Enclose 25 cents in coins for each pattern desired.

Pattern No. _____ Size _____

Name _____

Address _____



Rather Wet
First Farmer — It rained so much the past week I can't walk across a field anywhere on my farm without miring up to my knees.
Second Farmer—That's nothing. It's so wet on my farm the sun had to go in low gear to get across!

New Angle
"I got my start in life through picking up a pin in the street," said the wealthy man. "I was refused employment by a merchant, and on my way out I saw a pin. I—"
"Yes, I know," said the young man he was addressing, "you picked it up; the merchant was impressed by your carefulness, called you back, and made you head of the firm. I have heard of that boy so often."
"No," replied the successful one with a smile. "I saw the pin, picked it up, and sold it. It was a diamond one."



I USE RED STAR DRY YEAST IN ALL MY BAKING RECIPES

RED STAR DISSOLVES FASTER...IT'S SPECIAL ACTIVE

30 MINUTE ROLLS

2 packages Red Star Special Active Dry Yeast
1 1/2 cups warm water (105° to 110° F.)
1/2 cup sugar
1 1/2 teaspoons salt

1 egg
3 cups sifted all purpose flour
2 tablespoons shortening, melted and cooled to lukewarm

Step 1: Dissolve yeast in warm water (105° to 110° F.) in large mixing bowl. **Step 2:** Add sugar, salt, and unbeaten egg. Add flour gradually. Beat well with electric mixer on low or medium speed, or by hand with large wooden spoon. Add shortening, beating until thoroughly mixed. **Step 3:** Spoon dough into well greased muffin pans, filling about one-third full. **Step 4:** Let rise in warm place (90° to 95° F.) until dough has risen level with top of muffin pans (about 25 to 30 minutes). **Step 5:** Bake in moderately hot oven (375° to 400° F.) 20 min. **Step 6:** Remove from pans and serve warm. Yields 18 to 24 rolls.

Try this new way to faster, easier baking. Red Star Dry Yeast keeps fresh for months — right on the pantry shelf. It's always ready when you need it.

Livestock—Solution To Three 'Problems'

Increased production of livestock will solve the bug-a-boo of surplus grain, aid soil conservation, and create efficiencies which will make possible the profitable sale of more meat and animal products at prices more people can afford to pay.

Moreover, the need for soil conservation is just another argument in favor of more emphasis on animal agriculture, according to H. E. Babcock, one of America's top agricultural leaders. Grass crops hold and build up the soil, and animal manure adds valuable humus while acting as fertilizer; for example, the rich black soil of Iowa is the result of centuries of grass and grazing buffalo.

Tiny Planets

Planetoids, also called asteroids, are tiny planets revolving around the sun, mainly in the orbits between Jupiter and Mars.

How You May SLEEP Tomorrow Night —without being awakened

If you're forced up nightly because of uryes, do this: Start taking FOLEY PILLS for Sluggish Kidneys. They purge kidneys of wastes; they soothe those irritations causing those uryes. Also alkyl backaches, leg pains, painful passages from kidney inaction. Unless you sleep all night tomorrow night **DOUBLE YOUR MONEY BACK.** At your druggist.

Camels FOR Mildness!

MAKE THE CAMEL 30-DAY TEST IN YOUR "T-ZONE" (T FOR TASTE, T FOR THROAT)

HERE'S THE TEST that tells you how mild and flavorful a cigarette can be. Smoke Camels, and only Camels, for 30 days. Test them in your own "T-Zone." See how your taste cheers for Camel's rich, full flavor. Let your throat report on Camel's cool, cool mildness.

● In a recent test of hundreds of people who smoked only Camels for 30 days, noted throat specialists, making weekly examinations, reported

NOT ONE SINGLE CASE OF THROAT IRRITATION due to smoking CAMELS!

A FAIR DEAL FOR

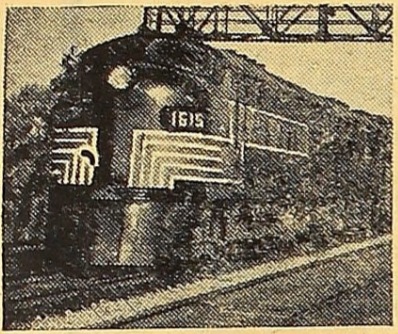
"The Railroads and America's Future"

Text of broadcast by Ambrose W. Benkert over ABC Network Sunday, March 6, 1949.
Reprinted, with permission, by the Committee for Constitutional Government.

DURING THE PAST 100 YEARS we have developed under free enterprise the most comprehensive, efficient and dependable railroad plant in the world. It provides the safest service at the greatest speed and the lowest cost than can be found anywhere on earth. This is vital for America, for without the railroads our future would be dismal indeed. Without mass transportation we could have no mass production. Industry would stagnate; commerce would be paralyzed; great cities would disintegrate and our common well-being and national unity would be destroyed.

Why are the railroads so essential? Why are we so vitally dependent upon them?

Because man has not yet developed any other means of transportation for the mass movement of freight and the mass movement of people even remotely comparable in cost and efficiency to power on wheels applied to cars on rails. One Diesel locomotive pulling a freight train of 5000 tons with a crew of five and using one teaspoonful of fuel oil per ton mile illustrates the observation. It would take 500 trucks, with each truck carrying 10 tons, to duplicate this feat.



Just last Tuesday here in New York City, headlines in the press announced: "Long Island Railroad Wins Fare Rise to Stave Off Crisis." In its decision, the Public Service Commission of New York said:

"The stark issue and the only present choice seems to be: is there going to be railroad transportation on Long Island continued and improved, or is there likely to be disintegration of service, confusion and receivership?"

PERFORMANCE

For each person in the United States the railroads performed the equivalent of transporting one ton of freight the following distances:

1880.....	645 miles	1930.....	3,142 miles
1890.....	1,211 miles	1940.....	2,851 miles
1900.....	1,863 miles	1944.....	5,363 miles
1947.....	4,567 miles		

Here is striking evidence indeed that there is no substitute whatever for this railroad in the transportation of 200,000 Long Island commuters. Even at the increased fares authorized, five-day tickets will cost the user about 1 1/4 cents a mile compared with local taxicab rates in excess of 20 cents a mile. Despite the belated order authorizing higher fares, bankruptcy was announced a few days later. Such an occurrence should awaken the public everywhere to support railroad petitions for decent compensation.

The common measurement of freight service is the ton-mile. Last year, the railroads moved freight over 700 billion ton-miles, as compared with 447 billion in 1929. The average haul was 403 miles. For every man, woman and child, they moved a ton of freight about 600 miles in 1880, and over 4,500 miles in 1947. During the next 24 hours, the railroads will move 1,800,000,000 ton-miles of freight, equal to one ton for a distance of 12 1/2 miles for every man, woman and child in the United States. And, in the same 24 hours, nearly two million passengers will ride an average of 60 miles.

The cost of freight service during the depression and throughout the war was less than one cent per ton-mile, and even today, less than 1 1/4 cents. No other form of transportation can remotely compete with these charges.

INTERSTATE COMMERCE COMMISSION—Freight rates and passenger fares are fixed by the Interstate Commerce Commission under Federal laws requiring a rate structure adequate to the needs of an efficient transportation system. For the past 30 years the Commission has substantially met these requirements. It is mandated to do so in

the future. This fact, and the innate cost advantage of the railroads over every other form of transportation for the mass movement of goods and passengers, are the two fundamental bases upon which rest constantly improving service of the railroads to future America.

In doing their job, the railroads as private enterprises stand on their own feet without any Government subsidy whatever. They will continue to do so. This is of vital importance to America's future. Every competitor of the railroads is subsidized by the American taxpayer in one form or another. Trucks and buses, river barges, ocean shipping and air lines all are dependent on the taxpayer for their continued operation.

Only the railroads pay their own way. Paradoxically, their taxes are used to subsidize their competitors. Railroads carry 94 per cent of the inter-city mail and receive less than the air lines get for carrying the other six per cent.

RAILROAD TAX BURDEN—In 1947, out of every dollar received, the railroads paid out nearly 11 cents (10.8) in taxes. This amounted to nearly one billion dollars in 1947, equal to 1/40th of the entire tax receipts of the Federal Government. This is important to America's future.

ADDITIONS AND BETTERMENTS—In the 11 years ended December 31, 1948, the railroads spent over \$6 billion on improvements. Of this, over \$1 billion was spent in 1948. This in addition to expenditures for maintenance. The total investment in improvements since World War I exceeds \$13 billion. This resulted in improved efficiency and in reduced costs to the public.

PRIVATE vs. GOVERNMENT OPERATION—In World War I, Government operation of the railroads cost the American taxpayers \$1,616,000,000—an average of about two million dollars a day, although both freight rates and passenger fares were materially increased.

During World War II, under private operation, the railroads cost the taxpayer nothing. Freight rates remained at pre-war levels and passenger fares were advanced but slightly. In the four year period (1942-1945) the privately operated railroads actually paid the Government \$2,500,000 a day in Federal income taxes.

Taking losses under Federal control into account, the Federal Government was nearly \$4,500,000 a day better off under private operation in World War II than under Government operation in World War I.

During World War I, under Government operation, passengers paid 51 per cent more per passenger-mile and shippers paid 80 per cent more per ton-mile.

WHAT DIESELS CAN SAVE FOR YOU

AMERICA has 38,000 steam locomotives. Thirty-two thousand burn coal. Six thousand burn oil. In addition, 5,000 Diesel-motor locomotives are operating on the railroads.

But today each Diesel engine uses so little fuel oil to pull a train that, if all 38,000 steam locomotives were completely replaced by Diesels, the railroads would use fewer barrels of petroleum products than are now consumed in the 6,000 oil-burning steam locomotives alone.

To replace the steam locomotives now would cost \$3,600,000,000. This would save the railroads at least \$760,000,000 each year. Much of this saving of more than \$2,000,000 every day would be passed on to the public in lower passenger fares and lower freight rates.

During World War II, under private operation, passengers paid two per cent more per passenger-mile and shippers paid 1 1/2 per cent less per ton-mile than in 1939.

As compared with World War I, under private operation, the railroads in World War II, under private operation, moved each month twice as many troops, performed twice as many passenger-miles of service, moved five times as much Army freight and express, twenty times as much Navy freight for overseas, and double as many ton-miles of freight of all kinds—and they did all this with one-fourth fewer employees, one-third fewer locomotives, one-fourth fewer freight cars, one-third fewer passenger cars. Since 1939 railroad wage rates have increased 86 per cent; prices of fuel, materials and supplies, 118 per cent; and the tax bill is 177 per cent greater. These greatly increased costs have been offset with rate increases totalling only 52 per cent.

This performance record demonstrates the importance to America's future of the railroads constantly having adequate funds for improvements.

Trying to condense the story of railroad accomplishments and railroad indispensability into a few words is like trying to engrave the Lord's Prayer on the head of a pin.

INVESTMENT AND CAPITALIZATION—The investment in railroad property as of January 1, 1948 was over \$28 billion. This is \$12 billion greater than the total par value of all railroad stocks, bonds and other securities.

Railroad stocks are not watered. They are outstanding to the tune of \$12 billion less than the investment in the property. It is vital for America's future that this fact be known.

The under-capitalization is due to the fact that year after year the railroads have plowed earnings back into property without issuing any stock against such investment. This explains the high earnings per share of many railroads. The Atchison, Topeka & Santa Fe is an example. During the past four years, this great railroad showed earnings averaging \$15.88 per share per annum. Immediately this figure gives the impression of high earnings. It is cited by labor leaders as proof that the road could pay higher wages, and still make "big" profits. It becomes a target for shippers who want lower rates and point to high earnings. But actually, earnings are not high on the Atchison. Each share represents not only the original \$100 but a re-investment from earnings down through the years of an additional \$200 per share. If the Atchison would capitalize this investment, it would issue two additional shares to each holder of one share and the earnings over the past four years would have averaged only \$5.29 per share per annum.

Instead of issuing stock to represent this additional investment of \$200 per share, the Atchison shows this investment in its balance sheet under "Earned Surplus." How many labor leaders and shippers who oppose rate increases look at "Earned Surplus" in balance sheets before saying profits are "big" enough to warrant higher wages and lower rates?

The managements and boards of directors of every railroad in this country are doing the railroad industry and America's future positive harm by failing to issue stock for earnings invested in the property so that the stock at par actually will reflect the whole investment in the property, not just one-third or one-tenth of the investment.

Net value (after depreciation) of the property investment in all railroads is about \$23 billion. To this should be added \$2 billion in cash and nearly \$1 billion in materials and supplies, making a total net investment of \$26 billion—on which the 1948 earnings amounted to only 4.3 per cent, or about \$1,200,000,000. After all interest charges, there was left for stockholders \$711,000,000.

TROUBLE LIES IN PUBLIC'S THINKING—In other words, there is nothing the matter with the railroads. They have the finest plant and equipment and the largest cash and working capital position in their entire history. The trouble lies in the thinking of the public about the railroads—due obviously to lack of knowledge.

Adequate knowledge of the facts would lead every right-thinking citizen to favor a square deal for the railroads. So long as the railroads are denied a decent return on their invested capital, and so long as they are compelled to subsidize all their competitors, they are not getting a square deal. Notwithstanding the present magnificent plant and equipment, hundreds of millions of dollars could be spent right now for additions and betterments to the railroad plant which would result in improved service, increased efficiency and still lower costs to the public.

During the past few years one mid-western road spent \$80 million in track readjustment which reduced this road's transportation costs by nearly 10 per cent. On the basis of present gross revenues of \$200 million, this means a saving of nearly \$20 million per annum or 25 per cent on the investment. Another railroad has installed an automatic classification yard at a cost of \$10 million with commensurate savings.

FINANCING PROBLEM—The expenditure of the vast sums involved in such a program is only possible if the funds can be obtained from the public. Accordingly, the price level of railroad securities and the cost of raising and servicing the funds is a matter of vital concern to America's future. This invites examination of the present situation in the railroad securities market.

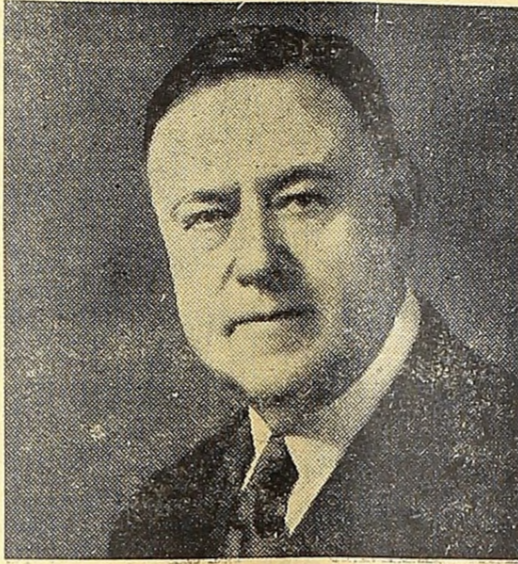
What do we find? Stocks of leading roads selling for less than twice one year's earnings; bonds at prices to return over 10 per cent per annum despite large coverage for interest requirements. Whole railroads priced in the market—some for less than their salvage value, others for less than cash and rolling stock alone—the railroad plant itself being given away.

Assets and earnings are such that on a comparable basis many of these securities are worth enough to make financing possible right now if the facts were known.

Let me repeat: There is nothing basically unsound about American railroad securities. The unsoundness is in the thinking of the public, lacking the facts.

To know the facts is of vital importance to America's future. We need a public aroused to give the railroads a square deal and to keep them as private enterprises.

If the withering hand of Government ownership ever falls upon our railroads, GOD HELP US ALL.



AMBROSE W. BENKERT

is a recognized authority on railroad securities. His wide experience in the investment field in the United States and in Europe began in Chicago in 1915 following his admission to the Illinois Bar. Applying his principles of investment, as he has developed them over the years, he found the best values in certain issues of the rails. His major business interest is as President of A. W. Benkert & Co., Inc., 70 Pine Street, New York. He is a director of the Minneapolis & St. Louis Railway, and his associates are on the boards of the Akron, Canton & Youngstown Railroad and the Detroit & Mackinac Railway. His other directorates are Butler Brothers, Chicago, and American Steel & Pump Corporation, New York.

RAILROAD REVENUES, 1948

Sources of the railroads' gross revenues and their relative importance:	PERCENT OF TOTAL
Freight Revenues.....	\$7,952,000,000 82.6
Passenger Revenues.....	954,000,000 9.9
Mail.....	191,000,000 2.0
Express.....	121,000,000 1.3
All Other.....	408,000,000 4.2
Total Operating Revenues.....	\$9,626,000,000 100.0

Mr. Benkert has offered to send you a printed copy of the principles and fundamentals underlying this presentation. For your copy of these principles or for information concerning any particular aspect of the railroads, write to
A. W. BENKERT, 70 Pine Street, New York 5, N. Y.

In Newark, New Jersey, a railroad worker heard Mr. Benkert, walked across the street to a friend's home and said: "Did you hear that broadcast about railroads? I have been a railroad worker all my life and have thought of railroads as rich corporations. That broadcast about investors have done to make my job possible changed my attitude. Something should be done to get a fair deal for them."

A doctor wrote: "Early in life I began investing my savings in stocks of three railroads. In two my investment was wiped out and the third, which I still hold, is much lower than when I bought it. With this disastrous experience, I have ceased buying although at present prices they seem attractive—if one knew which rails to buy."

A widow wrote: "To care for me in my old age my husband left me railroad stocks, now seriously depressed, but this broadcast gives me hope that something can be done to obtain justice for those of us whose money has been invested in railroads."

These are typical of thousands of responses to Mr. Benkert's presentation. He has, in few words, portrayed the overall railroad situation as it has never been presented before.

Only an informed public opinion can get fair treatment for the railroads. A long step toward that would be wide distribution of this broadcast. Every railroad employee should have an opportunity to read it. Investors have provided \$21,550 of capital behind every worker's job, enabling American railroads to pay the highest average wage in the world, for so large a group. These workers, if they knew the facts, would see that they will serve their own interests by insisting upon a fair deal for those who provide the capital.

Every railroad stockholder should put these facts behind his demands to his representatives in Congress.

Every one of the 65,000,000 insurance policyholders should be made to realize that part of his future safety depends upon a fair return on railroad securities in which insurance companies have invested many hundreds of millions of insurance policyholders' money.

To secure a saving of more than \$2,000,000 a day in the nation's transportation bill, \$3,800,000,000 must be invested in Diesel locomotives alone. Unless past investors are treated fairly, new money will be difficult to secure.

Whether you are a railroad employee or a stockholder, or just an average citizen, you have—everybody has—a vital interest at stake. You should:

1. Speak to your representatives in Congress. Demand that Congress give the Interstate Commerce Commission a mandate to allow the railroads rates that will allow a fair return on invested capital.
2. Send a copy of this broadcast, with a letter expressing your viewpoint, to your Congressman and two Senators and to your state legislators and Governor.
3. Help spread the truths in this folder. Have 5 or 10 others read your copy. Ask for additional copies: 3 free upon your request. Buy in bulk as a tuck-in for your mails. Distribute to fellow workers, investors, clergymen, editors, heads of service clubs, community leaders. Bulk prices, postpaid anywhere: 20 for \$1; 50 to 700, 4c each; 1,000 or more, 3 1/2c each. We will stand the cost of supplying 3 free copies, upon their request, to those to whom you distribute. Ask for: "The Railroads and America's Future."

The foregoing is a reprint of a four-page, letter size, folder suitable for mailing in a #10 envelope. This folder should be distributed in many millions of copies to all railroad employees, railroad stockholders, to business leaders and shippers, to citizens—men and women—in every walk of life.

Your Help Needed for nationwide distribution. Take these four steps:

1. Airmail or telegraph for sample folder—up to three copies free.
2. Buy in bulk quantities for distribution to fellow-employees, stockholders, for use as a tuck-in for your general mail. Every 100,000 copies so purchased enables us to reach additional lists of opinion-molders with this folder.
3. Contribute \$2, \$5, \$10, \$25, \$50, \$100, \$250, up to \$490—not more—for the distribution of this statement to our lists of 1,200,000 leadership individuals such as lawyers, clergymen, physicians, dentists, farm leaders, heads of women's organizations, business leaders—large and small, etc.
4. Help us carry this message as an ad in other selected key cities. Ask for information on this.

COMMITTEE FOR CONSTITUTIONAL GOVERNMENT, Inc.
205 EAST 42ND STREET NEW YORK 17, N. Y.

CUT OUT AND MAIL TODAY

COMMITTEE FOR CONSTITUTIONAL GOVERNMENT
205 East 42nd Street, New York 17, N. Y.

Gentlemen: I am interested in the further distribution of Ambrose Benkert's statement "THE RAILROADS AND AMERICA'S FUTURE."

Please send me _____ (how many?) (up to three free.)

Please send me information as to how I can help secure the republication of this ad in other cities and publications. (Check here _____)

Please send to the address below, in bulk (charges prepaid) _____ copies of the four-page folders for _____ (how many?) (how much?) for prices, see above.

I hereby contribute for the distribution of your lists of leadership individuals \$ _____ (how much?)

Total enclosed _____ (how much?)

Name _____ (Corporation or Individual)

Address _____

City _____ Zone _____ State _____

Make checks payable to Committee for Constitutional Government
205 East 42nd Street, New York 17, N. Y.

The Above is Offered as a Public Service by the

Detroit and Mackinac Railway Company

FARM NOTES

Miscellaneous Management

FOOT ROT: Quick cure an in the end cheap, is to have Veterinarian inject patient intervenously with sulfa-pyridine. Concrete the barnyard to help prevent hoof-area scratches that let in the germ of foot-rot.

WINTER SCOURS: Give each cow a gallon of mineral oil. One treatment should cure.

Don't breed a cow back too quick, she rates sexual rest. Don't breed a cow with a vaginal discharge.

Wheat germ oil is worthless to correct bovine breeding troubles. "Sweeten" your herd by buying

a female now and then, buy farmer-breeder's best cow not the cull from a fancy herd.

Visit successful dairymen, right around home as well as at considerable distances. You always learn something, something to do or not to do.

Keep "real" cows to ripe old age—don't sell them, wear them out.

Keep complete records—one of the best ways especially for the "little guy" to do this is to join testing record keeping association.

Try to develop the ability to see a good cow in the rough; your cow or someone else's.

Watch the little things—they are what gang upon you to cause you trouble.

SUMMER SILAGE

Cows go down in milk in hot dry weather of late summer. Hay is hard to make in rainy weather of early June. So why not can Juicy June Hay to feed the poor pasture season?

Some Michigan dairy farmers

are doing just that. Here's how they say to do it with Alfalfa or Alfalfa-Brome:

1. Cut the crop when it "has the most milk in it," that is when the alfalfa is just starting to bloom. Never mind the weather!

2. Don't fool with molasses or other "fermentation-helpers." None such is needed if the silage is fed out in three or four months. (These should be used for silage that is to keep through Fall and Winter.)

3. Wilt the crop before ensiling. One to two hours if it's a good drying day. Half day if the day is cloudy and damp.

4. If it's rainy! Fill only three or four feet a day. Do not tramp. The rain-wet crop will heat, will dry itself out. Or—mix in dry hay, say 1-7th, and keep on filling. Tramp edges.

In the field: The ideal method of handling is to field-chop into self unloading wagons. If a hay loader must be used, get a heavy duty type built to handle green crops: load from the swath, or from one swath laid into a wind-row by a mower, attachment or side rake. When hay loader loading—don't let the heavy stuff fall on the wagon the best it can. Don't try to haul too big a load. Some use a buck rake.

6. At the silo. The ideal way is to unload the field-hopped crop into a blower from self-unloading wagons, or use the vacuum unloader which does away with the need for wagon unloading devices.

7. For the man with long hay and an ensilage cutter: Bury the cutter as deep as you can. Scrape off the hay crop onto the ground—it's easier to fork when your feet are on solid ground. To scrape off the load, use a log about the size of a railroad tie, parked at the front end of the rack, with a wire or rope from each end of it going back under the load. Attach the rope to a "dead head" such as a post, a tractor, then drive the wagon out from under the load. Cut the crop as fine as possible. 1/4 inch is ideal.

8. In the silo: tramp the edges, keep the middle full.

9. Top off with heavy just-cut crop.

10. Feed after a couple of weeks, or if you don't want to sacrifice any top spoilage, start feeding at once.

Cows will eat silage even if they are on good pasture.

Hide Those Gears

It was not until 1920 that enclosed gears were developed for tractors.

**New Supply of
Wire and Twine
SMELT
NETS
Rubber Dip Gloves
TOM'S
HI - SPEED SERVICE
TAWAS CITY**

LOOKING Backward

50 Years Ago—April 14, 1899

Alber Borland, Will Langworthy, Henry Thompson, Eli Grise, Malcolm McKenzie, Milton Beemer, Will Bunker, Ernest Heinrich and Joe Williams, members 35th Michigan Volunteers, were honored with a reception Monday evening. The affair was under the auspices of the Sons of Veterans.

A. E. Sharpe was a business visitor at Bay City this week.

Prescott's Mill will start operations for the season next Monday.

John Gillooly left Monday for Chicago where he will learn the barber trade.

James Bain, pioneer Iosco resident, died Tuesday at his home in Plainfield township.

August Kasischke arrived home Wednesday from Ann Arbor.

F. W. Schlechte is enlarging his residence by adding another story to the wing.

Mrs. John Hunt and children have returned to Grand Marais after a visit here.

Miss Emma Conover has returned from a few months visit at DeWitt.

John M. Waterbury is at Ithaca on business.

F. E. Hess of Whittemore has just received a new Huber traction engine.

Honor students at the Whittemore school: Louis Dutton, George Jackson, Willie Leslie, Frank Carroll, Harvey Brown, Lizzie Belknap and Pearl Stone.

Arbor Day is attributed to Hon. J. Sterling Morton of Nebraska, secretary of agriculture.

20 Years Ago—April 12, 1929

W. M. Taylor is spending a few days at Detroit.

"The School Ma'am," a four act comedy was presented Thursday evening by the Tawas City Seniors.

Mr. and Mrs. Paul Labian and Lewis Nunn returned Monday to Flint after a few days visit at Hale.

Mr. and Mrs. C. E. Aznoe of Chicago are spending a few days in East Tawas with relatives.

Mr. and Mrs. John H. White of Alabaster left Sunday for a visit at Holland, Mich.

Mr. and Mrs. Theodore Bellville of Whittemore were business visitors in the city Tuesday.

C. E. Neilson left Wednesday for Gaylord where he will spend a few days.

Dr. Clinton Furniss of New York has located his office at Whittemore.

Mrs. Jay Clark of Linden is spending a few days with relatives in Reno.

Victor Herriman has returned to his home on the Hemlock from California where he spent the winter.

T. J. Sporer is holding an auction sale next Thursday at his farm near Hale.

A joint meeting of citizens of the two cities will be held Friday evening to make arrangements for the Detroit-Tawas home-coming.

Mr. and Mrs. D. J. Robey of East Tawas are spending a few days at Detroit.

STATE OF MICHIGAN

The Probate Court for the County of Iosco

At a session of said Court, held at the Probate Office in the City of Tawas City, in said County, on the 9th day of April A. D. 1949.

Present: Honorable H. Read Smith, Judge of Probate.

In the Matter of the Estate of Ida Emma Schlechte, Deceased.

Beulah Trombley having filed in said Court her final administration account, and her petition praying for the allowance thereof and for the assignment and distribution of the residue of said estate,

It is Ordered, That the 2nd day of May A. D. 1949, at ten o'clock in the forenoon, at said Probate office, be and is hereby appointed for examining and allowing said account and hearing said petition.

It is Further Ordered, That notice thereof be given by publication of a copy hereof for three successive weeks previous to said day of hearing, in the Tawas Herald, a newspaper printed and circulated in said County,

H. Read Smith,

Judge of Probate.

A true copy.
Mabel Kobs,
Register of Probate.

Why FERGUSON PLOWS

give you *quicker, easier penetration*

Ferguson 3-Point Attachment

When you use a Ferguson Plow, you don't depend on massive built-in weight for penetration—the 3-point attachment to the tractor actually *pulls* the plow into the ground. This natural penetrating action is aided by still another Ferguson feature, the automatic *flexible* rolling landside that needs *no adjustments* to assure uniform furrow walls.

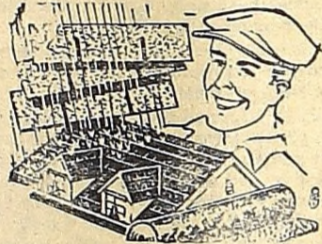
Each of these plows is a unit with the tractor so you need no heavy frames, no wheels, no levers, no separate lifting devices. You lift, lower and adjust depth by Finger Tip Control. There is a wide choice of genuine *field-proved* Ferguson Plow Bases to fit your soil conditions. Ask us to show you these bases and to explain their advantages.

FERGUSON TRACTOR AND FERGUSON SYSTEM IMPLEMENTS

HF-4526

PRESCOTT & ZUBEK
DOING BUSINESS AT WEST-SIDE SUPER SERVICE
1/4 Mile West of Tawas City on M-55

Attention Folks



Don't give that job to the first man that comes along. Find out who he is—what kind of a guarantee he has to offer. Our engineers have had twenty-five years of experience. They know what your job needs.

It doesn't cost one dime to figure your job. We have all kinds of roofing and siding. We also remodel old buildings and make them like new.

1 to 3 Years to Pay

Drop Us a Postcard or Call Us

Brown & Miller
Roofing and Siding Co.

921 E. MIDLAND STREET
BAY CITY, MICHIGAN PHONE 22960

AUCTION SALE

As I am moving away I will sell at Public Auction at my premises located on Twining seven miles East thence One-half Mile South and Three miles East or from AuGres, Seven miles North-East on US-23 to VanDuesen's Store thence One-half mile West, thence One-half mile North, on

Saturday, April 16

COMMENCING AT 1:00 O'CLOCK SHARP, THE FOLLOWING DESCRIBED PROPERTY:

Cattle Bang's Tested Registered Holstein Cow, 7 yrs. old, due December 9
Registered Holstein Cow, 4 yrs. old, due December 17
Purebred Holstein Cow, 2 yrs. old, fresh 3 weeks
Holstein Cow, 8 yrs. old, due Nov. 23
Holstein Cow, 8 yrs. old, due Sept. 6
Holstein Cow, 5 yrs. old, fresh January 8
Holstein Cow, 4 yrs. old, due November 6
Holstein Cow, 4 yrs. old, fresh January 19
Holstein Cow, 2 yrs. old, due Dec.
Red and White Cow, 9 yrs. old, due Jan. 6
Red and White Cow, 5 yrs. old, due November 14
2 Purebred Holstein Heifers, 1 yr. old
Holstein Heifer, 1 yr. old
4 Holstein Heifer Calves, 2 to 5 months old
Purebred Holstein Bull Calf, 3 weeks old
Registered Holstein Bull, 2 yrs. old
1937 F-20 tractor, on rubber, good condition
2-row Cultivator Bean Lifter Attachment for F-20
IHC 14-inch 2-bottom Plow
IHC 7-foot Tandem Disc
John Deere 5 1/2 ft. Field Cultivator

2 3-section Harrows
IHC 7-foot Mowing Machine, for any tractor
IHC 3-bar Side Rake
IHC No. 42 Combine, pickup and clover seed attachment
Manure Loader, mechanical lift
Farm Wagon and Rack, 650.16, 6-ply Tires
Pair Skeleton wheels for F-20
Pair Wheels for Letz Mill
McCormick Elec. Cream Separator 750 pound capacity, used 1 yr.
Surge Milker, 2 unit
6-can Milk Cooler
6 10-gallon Milk Cans
226 gallon Fuel Tank
3 50-gallon Oil Drums
2 2-horsepower Electric Motors (110 or 220 repulsion-induction)
Quantity of Baled Hay
Quantity of Oats Stack of Bean Straw
Hydraulic Lift Truck
Dry Batch Mixer
Rubber Tired Wheelbarrow
Electric Brooder
Other Articles too Numerous to Mention

TERMS: ALL SUMS OF \$10.00 or UNDER, CASH; ON ALL SUMS OVER THAT AMOUNT TWELVE MONTHS TIME WILL BE GIVEN ON APPROVED BANKABLE PAPER. NO GOODS TO BE REMOVED FROM PREMISES UNTIL SETTLED FOR WITH CLERK OF SALE.

Jos. Swartz, Jr. Prop.

DAVID HOUCK, Auctioneer

STATE BANK OF STANDISH, Clerk

HOW MODERN MIRACLE OF DESIGN MAKES THE NEW DODGE DIFFERENT!

Different!

LONGER on the inside
...SHORTER outside!

Different!

WIDER on the inside
...NARROWER outside!

Different!

HIGHER on the inside
...LOWER outside!

WHO SAYS all cars are alike? Just look at the new Dodge, the car that dares to be different! Different in the sleek lines that flow from true functional styling. Different *inside—and out!* Inside, this new Dodge is bigger three ways—longer, wider, higher! But outside it is actually shorter, narrower, lower. No bulky lines to balk you when parking or garaging your new Dodge. Here is a miracle of design that puts your comfort first. Wide

opening doors that make it easy to get in and out... inside all the head room, leg room, elbow room you could ask for.

Topping all, is the flashing performance of the famous Dodge "Get-Away" Engine... the velvety smoothness of Dodge All-Fluid Drive.

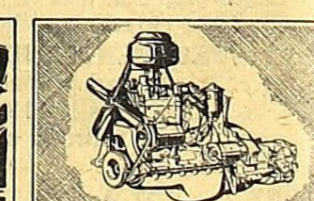
Before you decide on any car, see how much more Dodge gives for your money today!



FENDERS are bolted on... easy on your pocketbook to repair, or even replace, if dented or damaged.



LUGGAGE COMPARTMENT... big as all outdoors. Spring-balanced lid raises and lowers at fingertip touch.



GET-AWAY ENGINE... high-compression engineered for more power... faster pickup... greater economy.

THE DARING NEW
DODGE
CORONET
gyro! FLUID DRIVE plus GYRO-MATIC
FREES YOU FROM SHIFTING

ARNOLD BRONSON MOTOR SALES

On US-23

TAWAS CITY

Mclvor News

The Home Extension Club meet for their first meeting. They elected officers: Chairman, Mrs. Lloyd Newvine; vice chairman, Mrs. Silas Thornton; secretary and treasurer, Mrs. Arthur Ranger; recreation leader, Mrs. Felix Johnson; Mrs. Silas Thornton and Mrs. Orville Strauer as project leaders and Mrs. Kenneth Pringle as news reporter and Mrs. John Jordan as counsel. Joe Norris was returned to Bay City Hospital Friday.

Mr. and Mrs. Arthur Ranger and daughter were in Tawas Sunday. Mr. and Mrs. Clyde Wood and sons visited in Tawas City Sunday afternoon. Mr. and Mrs. Charles Koepke returned home from Florida Saturday and stayed the week-end with her sister, Mr. and Mrs. John Jordan and family. Mrs. Elbridge Cataline and daughter, Judy, attended the play in Whittemore Friday evening. Mr. and Mrs. Herbert Schroeder and family attended the show in Turner Saturday evening.

Tawas Herald CLASSIFIED Department

FOR SALE
FOR SALE—Piano. Mrs. Frank Blust, Plank Road. 14-2p
PLASTERBOARD and Rock Lath. J. Barkman Lumber Co., Tawas City. 15-1b
FOR SALE—Good eating potatoes. Phone 716-J. Jos. Berwalk. 15-1p

VENER—in all sizes and thicknesses. J. Barkman Lumber Co., Tawas City. 15-1b

RADIATOR SERVICE—You can get complete 100% satisfactory service on your car, tractor, or auxiliary engine radiator at Choler's Service, Tawas City, phone 510. 12-4b

GOOD STOCK—of Combination Doors. Buy Now. J. Barkman Lumber Co. 15-1b

FOR SALE—Boy's suit, size 8, long trousers, grey wool. Good condition. Phone 652-W. 15-1b

INSULATION of all kinds. J. Barkman Lumber Co., Tawas City. 15-1b

FOR SALE—Parts for 1930 Model A Ford; 4 new tires; 1 generator; 1 starter; 1 new radiator; 1 new battery; 1 set of glass for body. Cecil Drumm, Main Farm, Klenow Road. 15-1b

LOGS LOGS LOGS

JACKPINE and POPLAR
WANTED IMMEDIATELY

W. C. INGLESCH
512 E. Lincoln Phone 311
East Tawas 13-4b

FOR SALE—Apartment house. Good income. Need not be all cash. Call 71 or 438-M, Tawas City. 15-1b

ROOFING and Wood Shingles. J. Barkman Lumber Co., Tawas City. 15-1b

FOR SALE—Farmall Tractor F-12. Looks and runs like new. Cheap for cash. Chester Bielby, Hale, Michigan. 15-1b

SEE US—for bargains on Paint. Special Prices now. J. Barkman Lumber Co. (Tawas City). 15-1b

FOR SALE—McCall 6 foot refrigerated vegetable display case; double duty with compressor. Inquire Brugger's Market, Tawas City. 15-1b

JUST RECEIVED—good shipment of Knotty Pine Paneling. J. Barkman Lumber Co., Tawas City. 15-1b

FOR SALE—2 ladies' coats, size 18; yellow shorts, size 15, tweed. Phone 485. 15-1p

FOR SALE—large upholstered chair, with slip cover; Bissel carpet sweeper; twin bed spreads; 3 pair lace curtains; gate leg table. Goff Cabins, 518 Lake St. 15-1b

FOR SALE—Team of dapple grey horses. 6 and 7 yrs. old. Bill Sherman, Rte. 1, Tawas City 14-2p

GOOD STOCK—of cement and mortar. J. Barkman Lumber Co., Tawas City. 15-1b

FOR SALE—Approximately 1500 ft. finished lumber. L. Clements, Tawas City. Phone 131. 11-4p

SPECIAL PRICE—on Barb Wire. J. Barkman Lumber Co., Tawas City. 15-1b

FOR SALE—6-room house, 3 car garage on corner lot. Will sell or trade for farm. L. Clements, Tawas City, Phone 131. 11-4p

TILE and Metal Septic Tanks—J. Barkman Lumber Co., Tawas City. 15-1b

FOR RENT

FOR RENT—Bungalow, 5 rooms and bath. Inquire Oscar Erickson. Phone 362-J or 90J-2. 15-1p

Keep Power Up Keep Oil Down...

We offer you complete service on motor overhaul with genuine parts, or motor exchange service on all makes of cars.

Come In and Get Our Price on a Guaranteed Motor Assembly

Cholger's

The Place that Service Built—and built to give service
Tawas City Phone 510

WANTED—HELP

GIRLS WANTED—For Lang's Dairy & Lunch Bar, Tawas City. 13-tfb

ELECTRICAL - REFRIGERATION

ROBERTS & ANDERSON
Whittemore, Michigan
Plumbing and Electrical Contractor
Water Systems Radio Service 1-11p

MISCELLANEOUS

DR. R. V. HUMERICKHOUSE
Veterinarian
Omer, Mich. Phone 23 1-tfb

LEGAL NOTICES

Notice is hereby given that the Josco County Post, 5678, Veterans of Foreign Wars, whose premises are located at 268 W. Lake Street Tawas City, Michigan, has applied to the Michigan Liquor Control Commission for a renewal of Club license to sell beer, wine and spirits to bonafide members only, and that it is the intent of the Liquor Control Commission to grant said license upon the expiration of ten days from the date hereof, April 15, 1949. 15-1b

STATE OF MICHIGAN

The Probate Court for the County of Iosco
At a session of said Court, held at the Probate Office in the City of Tawas City in said County on the 7th day of April, 1949.
Present, Honorable H. Read Smith, Judge of Probate.
In the Matter of the Estate of John Seale. Deceased.

Mark Every Grave With A Winona Memorial

Andrew Anschuetz
RD-1 Tawas City
Representing the
WINONA MONUMENT CO.

It appearing to the Court that the time for presentation of the claims against said estate should be limited and that a time and place be appointed to receive, examine and adjust all claims and demands against said deceased by and before said Court;
It is Ordered, That all creditors of said deceased are required to present their claims to said Court at said Probate Office on or before the 20th day of June, 1949, at 10:00 o'clock in the forenoon, said time and place being hereby appointed for the examination and adjustment of all claims and demands against said deceased.

It is Further Ordered, That public notice thereof be given by publication of a copy of this order, once in each week for three weeks consecutively, previous to said day of hearing, in the Tawas Herald, a newspaper printed and circulated in said County.
H. Read Smith,
Judge of Probate

STATE OF MICHIGAN

The Probate Court for the County of Iosco.

At a session of said Court, held at the Probate Office in the City of Tawas City in said County, on the 21st day of March 1949.

Present, Honorable H. Read Smith, Judge of Probate.

In the Matter of the Estate of Arthur R. Cox, Deceased.

It appearing to the Court that the time for presentation of the claims against said estate should be limited and that a time and place be appointed to receive, examine and adjust all claims and demands against said deceased by and before said Court;

It is Ordered, That all creditors of said deceased are required to present their claims to said Court at said Probate Office on or before the 6th day of June 1949, at 10:00 o'clock in the forenoon, said time and place being hereby appointed for the examination and adjustment of all claims and demands against said deceased.

It is Further Ordered, That public notice thereof be given by publication of a copy of this order, once in each week for three weeks consecutively, previous to said day of hearing, in the Tawas Herald, a newspaper printed and circulated in said county.
H. Read Smith,
Judge of Probate.

HOTPOINT and GENERAL ELECTRIC APPLIANCES

Home-Farm-Commercial

Tawas Electric Sales & Service

East Tawas

PHONE 344

On Account of Holidays . . .

Our places of business
will be closed on:

Wednesday-Thursday, April 20-21

J. Barkman Lumber Co.
Barkman Outfitting Co.



IT'S SPRING



- NEW! -

SPORT SHIRTS

BLACK, GREEN, GOLD, GREY, MAROON, PLAID.
IN BUTTONS OR CROSS ZIPPERS.

\$4.95--\$5.95 and up



T SHIRTS

White and Dazzling
Patterns

A Few More . . .

MEN'S SUITS

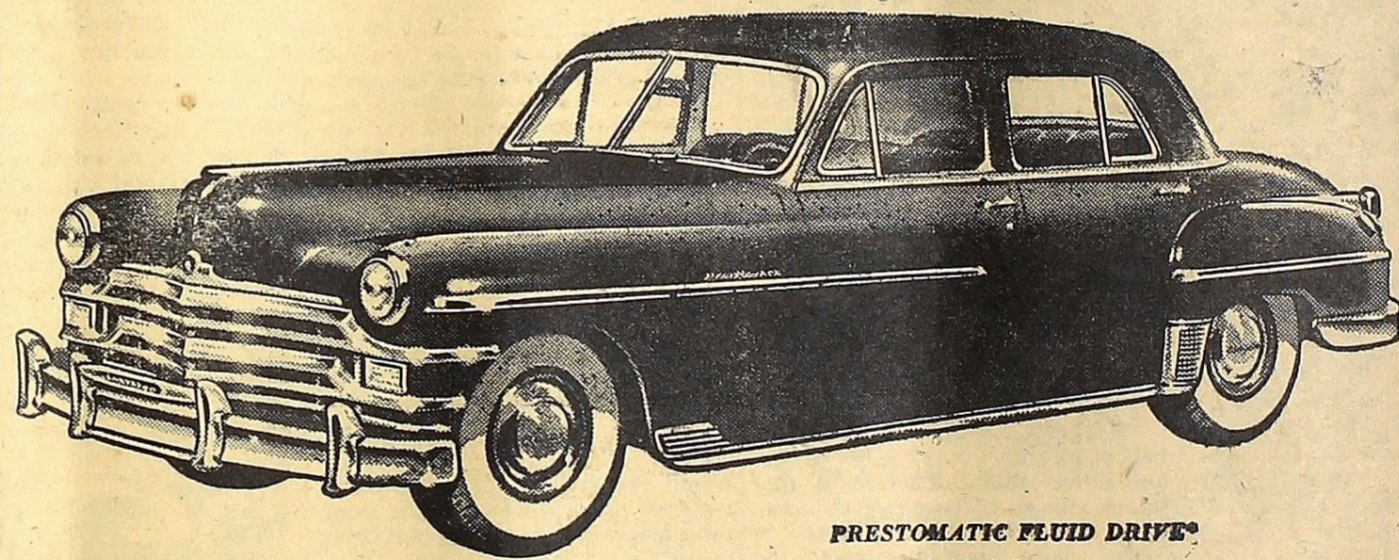
Just Arrived . . .

C. L. McLean
& COMPANY

TAWAS CITY

PHONE 91

Well-Bred



PRESTOMATIC FLUID DRIVE*
TRANSMISSION

*Optional Fluid Drive

The Beautiful Chrysler Silver Anniversary Model

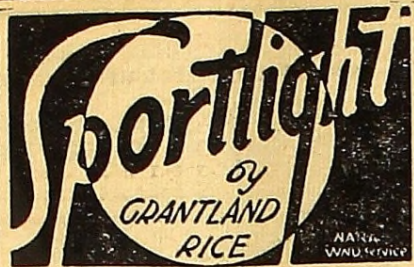
Come look inside . . . come look under the hood . . . come see the superb breeding and advanced engineering that makes this the most exciting, new beautiful Chrysler of all time.

Here in the Silver Anniversary Chrysler is the climax of 25 years of forward-looking common sense and imagination in engineering and research. Tailored to taste . . . here is well-bred beauty that reflects the perfection of the engineering that makes this the greatest Chrysler value in history.

Wider chair-height seats—plenty of headroom and shoulder room—plenty of legroom—more horsepower than ever before from the mighty Spitfire High Compression engine, the leader in high compression performance. Prestomatic Fluid Drive Transmission—the Safety-Level-Ride—exclusive Safety-Rim wheels that make it almost impossible to throw a tire in case of blow-out—more than 50 advances in safety, comfort, convenience and performance! These will make seeing the new beautiful Chrysler an experience you'll long remember. Come in today—for the greatest car value we've ever offered!

WE AIM TO TAKE CARE OF OUR OWN—WITH CHRYSLER-PLYMOUTH SERVICE THAT MATCHES CHRYSLER-PLYMOUTH ENGINEERING

Edw. Graham & Sons
WHITTEMORE



Billy Southworth's "Cousin"

A YEAR AGO a hustling second baseman by the name of Eddie Stanky asked the Brooklyn management for an increased stipend or paycheck. Brother Rickey promptly traded him to the Braves and there-by helped move the same Braves into first place.

Stanky did more than his share in whipping Al Dark, a fast, intelligent, natural ballplayer into pennant form before Eddie was hurt. The Braves left the Stankyles Dodgers far in the rut.

There is now a chance that Branch Rickey is pulling a repeater. He is on his way to being "cousin." Some time back, Rickey sold another Dodger star, Pete Reiser, to the same Braves. Reiser is jubilant. So is Southworth.

"I don't think I ever felt better," Reiser told me the other day. "My legs are fine again—and so is my arm. I'm running into no more walls. I'm up to full weight—180 pounds." It might be noted that Reiser was only 30 years of age on St. Patrick's day, sharing this date with Bobby Jones.

Reiser is in his prime. I saw him play third in a recent spring training game and make four beeline throws to first, even rocking the stalwart first baseman, Earl Torgeson. Pete was burning the ball across.

"I have big plans for Reiser," Southworth told me. "I mean if his arm is O.K. I'm not worried about his legs or health. He is not only a fine ballplayer, but a great hitter and a natural competitor. He can help us more than you might think. Pete has known more than his share of raw luck. The tide is about due to turn the other way. If it does, the Braves will look even better than I think they are—and I'm not selling them short."

Watch that Torgeson at first. He might be the best first baseman in either league this season. Sain and Spahn are my stand-bys, but Vern Bickford has improved sharply and Bill Voiselle will be quite a help. Stanky is again in top condition. His cracked ankle is O.K. I have a fine-looking young catcher in Paul Burris.

"My club is much better than it was last year. It has to be. Every team in our league is stronger. At least most of them are. For example, the Cardinals and Pirates will be better, and the Dodgers, with all their fast kids, is no club you can ever loaf against."

The Most-Improved Team

The most improved team in either league, probably is part of the Philadelphia Story. The Philadelphia Story in baseball has been a rather sad one for some time.

But Connie Mack revived old dreams last season, and not only the veteran Connie but many so-called fairly-smart people believe his Athletics have a pennant chance this new season. Not second—not third—not fourth—but first.

Just as big a story is the chance the Phillies have. They are too young to win any pennant. But smart baseball people tell me they can finish second or third. They probably won't. But they look like a big league ball club on a rampage.

They have a better outfield than either the Braves, Dodgers or the Cardinals in Del Ennis, Richie Ashburn and Bill Nicholson. They have one of the best infields in either league with Eddie Waitkus at first, plus Puddinhead Jones at third their catching is only fair.

The Phillies represent the story of the new National league. They can finish second or seventh. They can finish seventh and still be almost as good as the 1949 pennant winner. They deserve support from their fans, for here is not only a good ball club, but an interesting one.

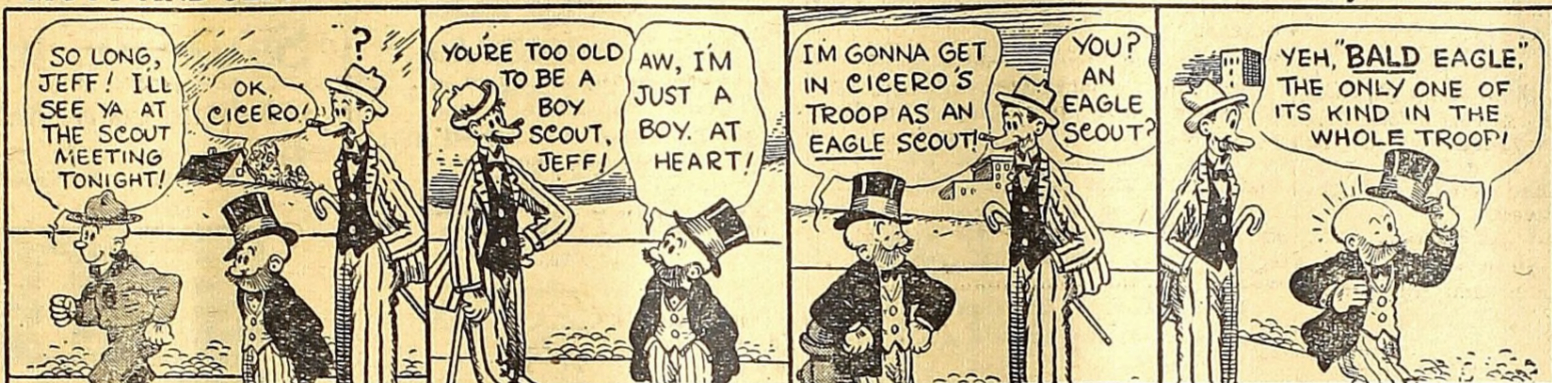
I had a long talk today with my favorite pitcher. His name is Ewell Blackwell of the Reds. In 1947 Blackwell was far and away the best pitcher in the game—not barring Feller, Newhouse or anyone else. Working for the lowly Reds, he won 16 straight games. He pitched a no-hitter and came close to another in his next start. Working with the Yankees or Dodgers that same year, Blackwell would have won 30 games and lost three or four. He might have won 35 games.



LITTLE REGGIE



MUTT AND JEFF



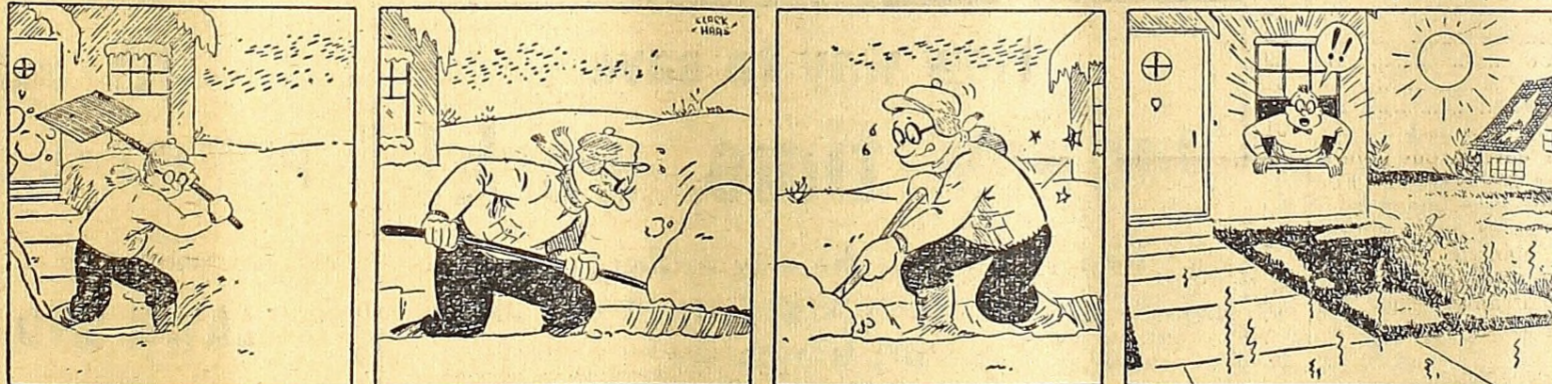
REG'LAR FELLERS



JITTER



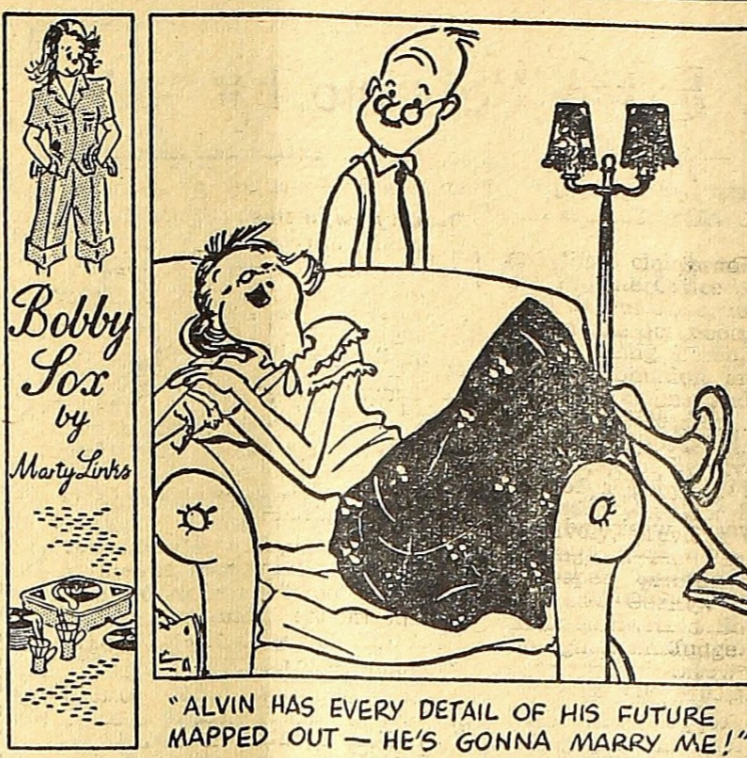
SUNNYSIDE



VIRGIL



GRANDMA



CLASSIFIED DEPARTMENT

BUSINESS & INVEST. OPPOR.
 CHINCHILLAS, \$885 PAIR, Cash or Terms. With guarantee. LAURENCE S. KEMP, 10200 Telegraph Rd., Carleton, Michigan.
OPPORTUNITY: Frozen Food is a New Field for Transportation. Have Jobs and Tractor Trailer Refrigerated Units for sale. Long term lease with National Organization. Earnings up to \$2,500 per month. Down payment of \$3,500 required. **ONTARIO EQUIPMENT CORPORATION** Ontario Center, N. Y. Phone Ontario 4311.
GARAGE AND FILLING STATION—In village of Prescott—Modern home; excellent opp. for good mechanic. Terms if desired. Phone 10-R-2, or see **RALPH THOMPSON**—Prescott, Mich.
AN OPPORTUNITY to invest a minimum of capital and effort to achieve high, steady income. America's finest coin-operated Automatic Shoe Shine Machines. Write us at once for details. **FALCON DISTRIBUTING CO.** 5676 Twelfth Street—Detroit, Mich.
FAEM MACHINERY & EQUIP.
TWO WAUKESHA 35-h. p. industrial type engines, complete with radiators and gasoline tanks, suitable for sprayers, feed grinders, sawing wood, etc. **MOUNTAIN VIEW OILBARS,** Romeo, Mich. Phone 524.
FARMS AND RANCHES
NEW 7-ROOM HOUSE, GARAGE, BARN, big chicken coop; all modern; best land in Michigan. 80 acres, big sugar bush, \$80 income on oil lease yearly. Royalty not sold. More information by letter. Address **FRANK PETERSON**—Harrison, Mich.
HOME FURNISHINGS & APPLI.
CHAIR CANE, Selected fine fine \$3; fine \$3.25; medium \$3.75; common \$4.25 per bank. Postpaid. **GOCAAT SHOP,** 24 Sears Court, New Bedford, Mass.
LIVESTOCK
COWS AND HEIFERS
 I will always have 30 head of fresh Holstein and Guernsey cows for sale. Also 6 months to yearling Holstein and Guernsey heifers. Private sales district with radiators and gasoline tanks, suitable for sprayers, feed grinders, sawing wood, etc. **MOUNTAIN VIEW OILBARS,** Romeo, Mich. Phone 524.
RASTBERRY AND STRAWBERRY PLANTS including New Fairland (Mich.grown). Chapman's Berry Farm, Dept. 2, E. Leroy, Mich.
SEEDS, PLANTS, ETC.
 Gladioli Bulbs, State Inspected, reasonably priced. Free Catalog sent on request. **Holmes Glad Gardens,** Joy Rd., Plymouth, Mich.
BUY U. S. Savings Bonds!
Peace At Last From PERSISTENT ITCH!
 No wonder thousands teased by Itchy torment bless the day they clicked to Resinol. Here's quick action from first moment—a blissful sense of peace that lasts and lasts, thanks to 6 active soothing agents in a luscious base that stays on. Don't be content with anything less effective than Resinol Ointment.

MOTHER, MOTHER, WAS THINKING AS I WATCHED YOU BAKE TODAY YOU MADE BISCUITS LIGHT AND FLUFFY WITH CLABBER GIRL BAKING POWDER THAT WAY

BAKE THE CLABBER GIRL WAY MY DEAR WITH CLABBER GIRL BAKING POWDER

Ask Mother, She Knows...
 Clabber Girl is the baking powder with the balanced double action... Right, in the mixing bowl; Light, from the oven.

CLABBER GIRL Baking Powder

HAS YOUR DOCTOR SAID: "REDUCE SMOKING"?

Then ask him about **SANO**, the safer cigarette with **51.6% LESS NICOTINE**

Not a Substitute—Not Medicated
 Sano's scientific process cuts nicotine content to half that of ordinary cigarettes. Yet skillful blending makes every puff a pleasure.

FLEMING-HALL TOBACCO CO., INC., N. Y.
 *Average based on continuing tests of popular brands
YOUR DOCTOR KNOWS ABOUT SANO CIGARETTES

FOR WOMEN (WHO BAKE AT HOME) ONLY

What makes women happy

I ALWAYS GET FLEISCHMANN'S DRY YEAST

SO DO I—IT STAYS STRONG SO LONG

SUCH A FAST RISER TOO

AND BAKES LIGHT EVERY TIME

ALL PURE YEAST—NO FILLER TO SLOW IT DOWN

YES BECAUSE IT'S EXTRA-ACTIVE

FLEISCHMANN'S DRY YEAST

HEY! Buy 3 packages at a time. Keep it handy. No refrigeration needed.

3 times as many women prefer FLEISCHMANN'S YEAST

Mrs. Allen Brown arrived home from Tucson, Arizona, last Thursday night, where she had been spending the winter.

IRRIGATION SYSTEMS

Put your farm on a more profitable basis; a positive self-locking coupler. Fastest, easiest to move. All aluminum.
IRRIGATION SALES & ENGINEERING CO.
16100 W. 8 Mile Road Detroit 19-15-4p

Hemlock Road

Mrs. Alton Durant spent Thursday in Bay City. Little Daryl spent the day with Mrs. Clara Smith.
Mrs. Elwin Robinson of Reno spent Saturday with Mr. and Mrs. Frank Long.
Olen Herriman has returned home from Detroit and will work in the Whitmore elevator.
Ralph Denstead of Detroit spent the week-end at the Clifford Hayes home.
Jerry Wesover is sick with the Measles.

An excellent meeting was enjoyed by the Ladies Rural Study Club last Wednesday at their club rooms. A dinner was served by the hostesses, Margaret VanPatten, Ola Woods, Vera Burt and Margaret Van Sickle, after which county agent, Harold Clark gave a talk on landscaping and showed movies.
James Berry of South Branch spent the week-end calling on old friends here.
Mr. and Mrs. Henry Smith entertained at a birthday dinner on Sunday.
Mr. and Mrs. Jerry Whitney entertained her father, Earl Herriman and family at Sunday dinner in honor of the boys' birthday anniversaries. Miss Gertrude Smith of Reno was a week-end guest.
Several from here attended the Missionary meeting at the Baptist church Friday evening.
Mr. and Mrs. Lawrence Ball were callers at the Frank Longs one evening last week.

No. 1 Continued from First Page.

The W. S. C. S. of the Tawas City Methodist Church are planning a roast beef supper for Saturday, April 30. The supper will be held in the L. D. S. basement with serving starting at 5:30. The supper will be held the first day of the Perch Festival.
Dr. and Mrs. J. J. Austin and Judith and Juddy arrived home from a ten day vacation spent in Cuba. They made the trip by plane.
Mr. and Mrs. William Brown, Sr., arrived home Monday evening after spending a week visiting with Mr. and Mrs. Orval Brown in Detroit, and friends in Port Huron and in the "Thumb."

daughter, Peggy, and Mr. and Mrs. Leonard Sarki spent Sunday with Mr. and Mrs. Frederick Humphry at Hale.
Regular meeting of the P-TA will be held at East Tawas High School Monday evening. Election of officers will take place at this meeting.
Owen Small returned to Ann Arbor the fore part of the week to resume his studies at the University of Michigan, after the spring vacation.
Mr. and Mrs. Roy Sims were in Bay City on Saturday.
Vernon Hughes, who is stationed at Randolph Field, Texas, is spending Easter with his parents, Mr. and Mrs. Glen Hughes, and also attending their 36th wedding anniversary on April 15.
The East Tawas High School band paraded Wednesday morning for the North eastern Michigan Tourist Association. They gave special musical numbers at the Community House.
Mrs. Omar Frank was taken to Omer Hospital, Wednesday, following a stroke.

3rd Anniversary -- SALE -- ONE WEEK ONLY

- Auto Batteries . . . \$9.95
- Seat Covers front \$4.95--set \$9.75
- Spark Plugs, each . . . 39c
- Complete Bathroom With Fixtures \$149.⁵⁰
- Electric Hot Water Heater \$98.50
- 600 x 16 Auto Tires . . . \$10.95
- 2 gallons Motor Oil . . . \$1.49
- 15% Off on all Electrical Appliances
--and on all Rifles--

WESTERN AUTO ASSOCIATE STORE
Home Owned and Operated by
JACK COYLE
Case Bldg. PHONE 626-J

Engagement Announced

A cake topped with carnation and ring told the engagement of Jean Van Sickle to Don Pelton Sunday evening at a buffet supper at the home of her parents, Mr. and Mrs. Stanley van Sickle on Sand Lake Road. Don is the son of Mr. and Mrs. Harry Pelton of East Tawas.
Guests that were present were: Mr. and Mrs. Harry Pelton, Mrs. Clara Smith, Mr. and Mrs. Charles Brown, Mr. and Mrs. Russell Binder and sons, Mr. and Mrs. Harry vanRatten and Mr. and Mrs. Nelson Bean.

Mr. and Mrs. Henry Smith entertained with a double birthday dinner on Sunday at their home. The birthdays were of Mrs. Smith and son Tom, of South Branch. Ronnie Pringle, Ralph Davis of Sand Lake were Saturday lunch guests of Charles and Robert Binder.
Mr. and Mrs. Henry Smith called on Clara Smith and Harvey McIvor one evening last week.
Russell Binder and sons, Charles and Robert called on Mr. and Mrs. George Pringle one night last week.
William Rhodes of Sherman is a visitor at the VanArsdale home.
Russell Binder called on Charles Bamburger Sunday morning.
Paul Borwn was a Tawas caller on Saturday.
A ball game held by the kids, was held at the Watts School on Sunday.

No. 2 Continued from First Page.

Robert Small of Detroit has been visiting with his parents, the David Smalls.
Mr. and Mrs. Harold Greene are moving to Saginaw this week. Mr. Greene will be employed in Bay City.
Mr. and Mrs. Thomas White and

E. A. LEAF REAL ESTATE

Walter Pringle
Salesman
Resort and City
Property
PHONE 590-R or 499
TAWAS

Bowling . .

Tawas City MINORS—Monday
End of Season—Play off Monday, April 18. Consumer's Power vs. Luxey's Fish Market, first half winners.

Consumer Power	34	26
Choiger Gulf Service	33	27
Myles Insurance	33	27
Barkman Outfitting	33	27
Lixey Fish Market	31	29
Fuel Gas Co.	31	29
Art & Sally's	28	32
Nelkie Dairy	28	32
Slaven Grocery	22	38

TEAM—Series: Cholger's Gulf Service, 3092; Lixey Fish Market, 3072; Fuel Gas Co. 3052. Single Art & Sally's, 1102; National Gypsum 1091; Nelkie Dairy 1089.

INDIVIDUAL—Series: Harris, 710; J. Brown, 708; T. Nelkie, 706. Single: F. Harris, 286; T. Nelkie, 284; J. Brown, 279.

Tawas City LADIES—Tuesday

Lixey Fish Co.	42	14
Nunn Hardware	33	23
Weaver Radio	33	23
Hamel Fishery	28	28
McNeil's Restaurant	28	28
Klein's Market	27	29
Harbor Lights	24	32
Sis's Dress Shop	22	34
Hale Scatterpins	18	38
Blue Water	17	39

Tawas City MAJORS—Wednesday

Tawas Bar	38	18
Monarch's	32	24
Mueller Concrete	27	29
Buller's Hotel	27	29
Holland Hotel	25	31
National Gypsum	25	31
Bay Hi-Speed	25	31
Tom's Hi-Speed	25	31

TEAM—Series (wh) Monarch Mens Wear, 3040; Tawas Bar, 2986; Mueller Concrete, 2937. Single wh. Monarch, 1047; Bay Hi-Speed, 1016; Tawas Bar 1015.

INDIVIDUAL (ac)—Series: P. Ropert, 616; J. Dodson, 588; F. Lomas, 588; M. Wood, 585; Single: J. Dodson, 231; P. Ropert, 225; E. Crown, 223.

Tawas City COMMERCIAL—Thurs.

Nelson Painters	35	17
Iosco Hotel	33	19
Weaver Radio	33	19
Anderson Coach, No. 1	26	26
Lansky Standard Service	26	26
Jordan Grocery	26	26
G&M Market	24	28
McArdle Service	23	29
Leslie Fords	19	33
Anderson Coach No. 2	15	37

TEAM—Series: Weaver Radio, 25-36; Nelson Painters, 2414; Lansky Service 2340. Single: Weaver Radio, 880-853; Nelson Painters, 851; Jordan Grocery, 803.

INDIVIDUAL—Series: H. Nelmann 566; H. Moeller, 554; L. Brigham, 544. Single J. McArdle, 218; H. Moeller, 206; C. Moeller, H. Dec-kett 204.

East Tawas LADIES—Friday
East Tawas Recreation

Silver Valley	38	14
East Tawas Recreation	36	16
Chum's Bar	29	23
Holland Hotel	22	30
Gurley's Sandwich Shop.	17	35
Tawas Taxi	14	38

TEAM—Series: Silver Valley, 23-06 Chum's Bar 1983; East Tawas Recreation 1910; Single: Silver Valley, 794-777-735; Gurley's 705.

INDIVIDUAL—Series: N. Wickert, 553; R. Westcott, 523; J. Moeller 478. Single: N. Wickert, 203; R. Westcott, 199; J. Moeller, 180.

Family ★ EAST TAWAS ★

FRIDAY and SATURDAY APRIL 15 and 16
2—DeLUXE FEATURES—2

GUSHING OUTDOOR ADVENTURE HIT!!!
FLOWING GOLD
JOHN GARFIELD • PAT O'BRIEN
FRANCES FARMER

ALAN 'ROCKY' LANE in **THE GOLD FRONTIERSMAN**

SUNDAY and MONDAY APRIL 17-18
BARGAIN MATINEE SUNDAY at 3:00 P. M.
AN EASTER TREAT FOR THE ENTIRE FAMILY

"SOFT TOUCH" SAM... HE'S ALWAYS GOOD FOR ONE BUCK OR ONE HUNDRED!
GARY COOPER ANN SHERIDAN
in LEO McCAREY'S **"GOOD SAM"**
RAY COLLINS

TUESDAY-WEDNESDAY and THURSDAY April 19-20-21
GIANT MID-WEEK SPECIAL

The story of how you were Trapped!
Cary Grant in **Every Girl Should Be Married**
FRANCHOT TONE • DIANA LYNN

"POOR MARRIED MAN"

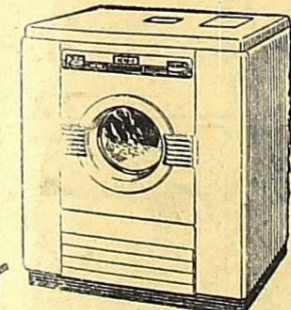
—PRESENTED BY—
Tawas City Senior Class
APRIL 28-29
8 O'Clock P. M.
Tawas City High School Gym

New way to save money, time, work!

Newest Bendix is the only washer that can
SOAP, SOAK, WASH, RINSE AND DAMP DRY...
AUTOMATICALLY!

- NO VIBRATION! • NEED NOT BE FASTENED DOWN!
- PUT IT ANY PLACE! • SAVES SOAP AND HOT WATER!

Play safe! Look at the record!
First and finest of the automatic washers, the Bendix is backed by 11 years of trouble-free service. More than 1,300,000 owners.



BENDIX automatic Washer
Home Demonstration Available
Barkman's
Complete Home Outfitters
TAWAS CITY PHONE 230 --231

Easter

MEAT Specials



Buy your Easter Hams and other quality foodstuffs from Bill's Market at Big Savings.

- Swift's Fully Cooked Picnic Hams, Decorated with Pineapple and cherries lb. 49¢
- Swifts—Shank Ends Premium Hams, lb. 54¢
- Swift's Sweet Rasher Sliced Bacon, lb. 54¢
- Swift's Brookfield Sausage, lb. roll 39¢
- COUNTRY FRESH EGGS, dozen 43¢

BILL'S MARKET
(Formerly Moeller's Grocery)
Wm. Groff Tawas City Phone 19-w

GET SET FOR Fishing



- CASTING RODS . . . \$3.95 up
- TELESCOPE STEEL RODS \$4.25-6.25
- 4 1/2 oz. 8 1/2 ft. GRANGER Fly Rod
- 4 3/4 oz. 9 ft. HEDDON Fly Rod
- FLY and CASTING REELS --
- PETTIT Boat Paint--All Colors

- WHITNEY'S
LAWN SEED
75c per lb.
Power and Hand
LAWN MOWERS
Garden Rakes and
Lawn Brooms

Vigoro
The perfect lawn garden fertilizer
100 pounds
\$4.25

FOX HARDWARE
FOR THE HOME • FOR THE SHOP • FOR THE FARM