

Harry W. Rainey, 343 Park St., who has lived in and about Birmingham for most of his life, answered this Wanderer's question Tuesday by saying: "Yes, this sure is a heavy fall of snow. The last time we had such a fall was 23 years ago—and then it all came down at one time."

How to prepare TIN CANS for collection



1 After emptying contents wash the can thoroughly. 2 Cut off bottom, as well as top of can, so that it can be flattened.

3 Step heavily on can to flatten—but do not flatten by hammering. Now tear off paper label, which is loosened by flaming. Labels printed on can need not be removed.

4 Save your cans for tin can collection. Keep separate from other scraps. If collection has not yet started, save your prepared cans in a dry place. Do not throw them out.

* Collection in Birmingham starts the week of Monday, January 25.

STORM

(Continued from Page 1) have doubled the traffic. We have worked 20 girls overtime and have had an extra girl on all night, and we hope the public will forgive us for any delays.

Rural mail carriers got stuck so many times that several had to go up and come back. Eugene Beers, assistant postmaster declared, "Particularly troublesome is the fact that carriers cannot drive close to the boxes, and find it a heavy job to get out at every stop and slide through the snow. Beers suggested that a path be cleared if possible."

City Employees Busy Mark Dancer, head of the Department of Public Works, declared that on Wednesday afternoon, nearly every street had been plowed. One truck broke down, and sidewalks had to be neglected to get the streets clear. Plows were kept busy 14 hours a day. Most alleys are impassable.

Teachers Are Delayed Supl., Dwight B. Ireland, who went on a trip in search of three teachers—unable to get any candidates from four Michigan colleges—returned Tuesday night in time for a joint meeting of the school board, City Commission and Recreation Commission.

Crashes Near Driveway The problem of getting out of driveways led to an accident Monday at 5:40 p. m. Thomas Maxwell, 156 Henrietta, was coming out of his driveway when his car

collided with a taxicab which had just come to a halt. Ruth Collins, of 726 Henrietta, who was in the cab, received a bump on her head. The cab driver was Lee Benn, 1348 Henrietta.

Miss Blanche Broeky, City nurse, driving south on Eaton road Tuesday afternoon, collided with a truck being driven out of a driveway by Edward Brungarber, 940 Floyd. The front of the City car was smashed.

Several teachers were delayed Tuesday and Wednesday in getting to their classes, and a few of the younger pupils were kept home Wednesday morning because of the cold, he said. There was some tardiness.

Lead Senior Class in Scholarship



JESSIE BOWES, Valedictorian. NARICE ELLS, Salutatorian. (See story on Page 1)

East Of Birmingham Mrs. Albert Johnson, chairman of Poppleton War Relief Workers, makes the following report of work completed during 1944: For Birmingham French war relief Mrs. Angus B. McMay 70 flannel suits of combination underwear, 60 flannel shirts for children, 76 pairs of pants, 151 nightgowns, 66 diapers, 22 jackets and from small scraps of left over material 39 bonnets and 118 shirts. The women also knitted 5 pair of socks, 1 sweater and 9 afghan squares.

CARNIVAL (Continued from Page 1) he one of skating in pairs for form—a boy and girl in each pair. Miles W. Robinson will be chairman of the officials committee. Dr. Milo Bostwick is chairman of the figure skating.

TWO AUTOMOBILES Catch Fire Two cars caught fire during the past week. Tuesday, a taxicab caused minor damage to the engine of a car owned by N. Pickford, 616 Forest. Saturday, firemen were called to Woodward and Ruffner where a small fire endangered the car of Fred E. Marvin, 3285 Dorchester. Brake hose fluid had dropped onto the hot exhaust pipe.

MEN IN WAR-WORK! A "SPENCER BELT" will relieve fatigue—give you greater energy and endurance. DEWEY C. CHUBBS Registered Specialist, Birmingham, Phone: Rham 2683-M1

GILLETTE

(Continued from Page 1) mishap at 170 m. p. h. Red, who is still in the lead, is a great job. No one badly hurt. There's a lot of talk about Purple Hearts and D. F. C.'s being passed out, but I doubt this, as I can't see any reason for it. That's the second really close one we've had.

The other day we ran out of gas in three engines at once—made a crash landing at a desert landing field. Hit two gas trucks—caught on fire—blew three away used for dressing. There were several embarrassed Limies. There are a flock of Sprites and Hurricanes near us. They take turns buzzing us and us them. I've seen several exhibitions of rare flying by these Brits.

More Details of Crash

I will now try and tell you what happened to the "Rowdy 1."—We were returning from one very long mission (about 12 hours) when we found ourselves darn short on gas. It was about dark, of course, 9 p. m. We contacted a desert base about some 20 miles from the front lines and asked them to light up for us. It seems that the RAF idea of lighting up is to put some very dim lights on the edge of the field and have them light up from about 500 feet up. We were at 3,000 and didn't see them for half an hour, meanwhile getting shorter on gas all the time. Finally we did and made an approach to

we were well lined up on the runway when they turned on their "chance" lights, which are equivalent to our field lights. Their work a little differently from ours 45 deg. to the runway. When they turned on their "chance" lights, it blinded us and we couldn't see the runway lights at all and landed again on the "chance" light 45 deg. off their runway. We saw our mistake about 50 feet from the ground and pulled up for another go at the field. No. 2 engine ran out of gas at this point and we barely cleared the ground without losing control and flying on instruments. We got up to 800 feet on the ground and headed back for the field when No. 1 and No. 3 engines ran out of gas and quit. We nearly lost control here, not being able to bring up the left wing. We Cut No. 4 engine to get our trip—dropped full flaps and headed back for the field to make a down-wind landing—if by the grace of God, we could make the field!

Through Red's great flying we hit the field on the end of the runway, but we weren't lined up so we landed with brakes locked. We rolled about 300 feet and had killed most of our speed when we hit two fully loaded gas trucks with our two left-side engines and cut one in half, throwing gas in every direction. It immediately caught fire while we climbed out of the astral hatch and luckily got out in time.

The worst scare came when No. 1 and No. 3 quit at 800 feet. Red and I looked at each other and Red said, "Shall we bail out?" and I said we were too low for everybody to clear before we hit. Both of us felt certain that we would never make it, but I guess some providence kept us from losing our heads. There, you now have it first-hand. It's the first time in both Red's and my lives when we were sure that the end had come. It's funny, in a case like that, how calm you do get and that's probably what saved our lives. The only time when you really get scared is when you think you still have a chance of getting out in one piece—but the odds are against you.

See Wreckage on Desert

Egypt, Nov. 11, 1942. We ran into some 14 Messerschmitts the other day, and they couldn't be tempted to come in closer than a mile of us. I think that for the moment we have them slightly cowed. The famous German "Luftwaffe" has been literally beaten out of the skies by the terrific and artful formations of A-20's, known as the "Boston" over here, have played a huge part in this. I always knew it was a great airplane. The British know that it's about the best there is. A-20's, B-25's, Bostons, Spitfires, Kittyhawks, P-40's, Spitfires and Hurricanes have literally cut to ribbons the "scavenger" of the desert.

Don't Leave Formation!

Egypt, Nov. 17, 1942. We were on a tremendous raid the other day (destination I can't tell you yet), and on the return home some of the Halpro ships broke formation, thinking we were past the danger zone—one ship was jumped by an 109's and fought it off. The Halpro ship was finally shot down far out in the desert. Several of their crew were badly hurt, we feel sure, because one of our formations flew over their wrecked ship on the desert and two men were lying spread-out parachutes and five standing on the wing. Some of the ship flew low over them and dropped all the food and water they had to them. Some of these guys just won't learn to stay in formation. The "Luftwaffe" is scared to death of a formation; but WATCH OUT, STRAGGLERS!

INDUCTION

(Continued from Page 1) Louis E. Smith, Kensington Road; Allan O. McCrae, 1320 Davis; Orla M. Nunyan, Jr., 57 Hickory; Vol. Irving Royal Oak; Gustaf J. Ernst Jr., 1428 Holland; Howard C. Bemis, 3845 Ford road.

Vincent A. Brown, 815 Ridgely; Boyd E. Larson, 964 Pierce; Ronald A. Bruttel, 371 E. Loop; Lake; Theodore Magarran, 3268 Rochester road, Big Beaver; Thomas B. Klingsmith, 339 Chesterfield.

Warren H. Field, 480 Fourth street; Pontiac, volunteer; Kenneth H. Martin, Bloomfield Hills; Willard L. June, 522 N. Main; Royal Oak; Charles E. Durst, 2401 W. 11-Mile road; Berkeley; Vaden W. Miles, 322 N. State street; Ann Arbor; Robert J. Browning, 347 East Grand boulevard, Detroit; John W. Thompson, 25101 Telesgraph; Glenn E. Metcalf, 2540 Le

Salle Gardens South, Detroit; Hall E. Packard, 820 Hazelwood; David H. Nesbitt, R. No. 1, Royal Oak; Ernest M. Engleson, 824 S. Main St. Plymouth, volunteer; Clayton A. Miller, 1016 Knox; Garlon O. Worthington, 358 Daines, volunteer; Jack C. Min-ton, 802 Purdy, volunteer; Earl E. Kittson, R. No. 1, Royal Oak; William S. Mutch, 519 E. Lincoln; Melvin R. Schwab, R. No. 4, Birmingham; Allen L. Cole, 1583 E. Ruffner; John P. Cox, 1030 Glenhurst drive.

Eugene D. Magee, 1875 Wattlees road; Alvin W. Marks, 2854 Iowa, Royal Oak; Paul E. Kelly, 776 Ann; Raymond F. Rebarbs, 1884 S. Woodward, volunteer; Charles C. Garvin, 384 Henrietta; Rocco Rorsono, 3189 John R.; James T. Leigh, 2194 Lawndale.

John F. Pilkington, 877 Hazelwood; Calvin Losey, 919 Talbot; James F. McGoogan, 48 Loraine; James C. Johnston, 575 Larchlea drive, volunteer; Charles H. Kriston, Box 447, Royal Oak, volunteer; William H. Hubert, 1507 Wells street, Ann Arbor; Roy J.

Sweet, 46 First street, volunteer; Robert G. Landrian, 3131 Kilmer avenue, volunteer; William G. Lambros, 1838 Rochester road, volunteer; Guy W. Howard, 233 Hickory, Clawson, volunteer.

The first locomotive used in the construction of the Panama Canal, "Old 104," weighing 70 tons, has gone to a scrap in the national salvage drive.

FOR ALL SPREADS... Keyko MARGARINE IS TOPS AT LOW COST

BUY WAR STAMP CORSAGES HERE!!... YOUR HEALTH is essential to the successful culmination of our WAR effort... We will support your Doctor's efforts by accurately compounding all prescriptions with fresh, potent drugs... SHAIN'S DRUG STORE West Maple at Pierce

Grand Opening... One of Ferndale's most progressive, and important shoe stores for the last sixteen years will open: Saturday, January 23, at 166 West Maple, Birmingham. NEAR SFIRES' FOOD STORE. The opening itself, will be a policy, a Friendly store for the entire family... The Choicest Flower of Spring's Footwear Creations... In Black, Blue or Brown... Sleek, Slender Footdress, with that Distinctive Look, so appreciated by Well-groomed Women... HAZEL ALLIGATOR, in open or closed toe. A sure hit for this Spring... HERBERT F. BURR 166 W. MAPLE

Announcement... JUDSON BRADWAY CO. REAL ESTATE... Beginning MONDAY, JANUARY 25, all business of our Birmingham Branch, at 259 S. Woodward Ave., will be transacted at our... Main Office—5th Floor Majestic Bldg. Detroit.. Phone RA. 9700... Regarding any business formerly transacted at the Birmingham Branch telephone charges to the Main Office may be reversed... JUDSON BRADWAY CO. REAL ESTATE AND INSURANCE Wayne and Oakland Counties Since 1902