

PROWLER SOUGHT
On two successive nights a prowler has been observed around the home of Mrs. Margaret E. Porteous, 543 Ridgeway, she reported to police this week. Traces under a downstairs bedroom window were discovered in the snow both Tuesday and Wednesday mornings.

TRAFFIC TIPS AND QUIPS



NATIONAL SAFETY COUNCIL

Lathrup Townsite News

by LILLIAN DIEDERICH

Pun for the young: Esther Waddell, daughter of Mr. and Mrs. William B. Waddell, recently had her club, The Hi Lights, out for a week-end. The girls made their own night attire styled in perfection and worn with gusto! Young Bob Waddell, was host to The Squires later in the week. This group met once a month at The Kike Club, Royal Oak, to dance and then bring the festivities home-ward. (Now we know why acreage is desirable).

Mrs. Myron Seibold, of Huntington Woods, formerly of the Townsite, opened her home Thursday, for a benefit bridge luncheon, for St. Michael's Altar Society and friends. Seventeen tables participated.

Mrs. W. J. Howard, of Rockham boulevard, opened her home to Women's Club members and friends, at a dessert bridge benefit Monday. The proceeds will be used for a war project.

A "Galloping Breakfast," or better known as "Come as you are," breakfast was held at my home on Tuesday. The "others" were slacks, pull-over sweater, shirt and hunter's cap, and ringing a cow bell. Mamas out of bed, or out of the kitchen sink. Three of the eight guests were dressed. The others were a sight to behold in jammies, nighties, and housecoats. But they in attire I wouldn't be found in. Gladys Doig, the hostess, and Babe Stock, her pajama friend, roused me out, along with six other "cartoons," we made our way over to the Doigs for waffles and coffee. We all say it's worth 35 cents admission fee to see the early morning sights! (Proceeds for our war project).

There'll be no shortage of turkeys, for Thanksgiving, we read! And that's especially true of Lathrup Townsite. For the Lathrup Civic Association (Men's Club) has increased yearly for eight years, set new records for seven successive years, in 1943 is expected to be over 1942 and 32% over the 1943-39 pre-war average. Next year's goal, 380 million acres, 16 million more than in 1943, is U. S. largest. Good soil is limited, so emphasis is on balance—right amounts of right things in right places. The program aims at increasing war food and fiber essentials without bringing inflationary dangers. Both war needs and vastly increased civilian food demand require more food.

War Food Needs: Our armed forces get 13% of 1943's food; civilians 75%. Lend-Lease Allies, 10%; friendly neighbors, 2%. Military needs are large because average service men eat 1 1/2 times as much as civilians (54, instead of 34 pounds). The Army's food for men in U. S. is three months; for those abroad, nine months. Lend-Lease food keeps 100,000 civilians going in England and Russian soldiers fighting. As we liberate more peoples, more our food is needed to strengthen them to fight and restore their own production.

Food and increased Buying Power: Food production has so increased that the 75% of 1943 supply reserved for civilians equals 100%—civilians got in the year (1935-39) pre-war year. But America's purchasing power is up from \$10 billion in 1932 to 140 billion in 1943—40 billion dollars more.

YOUTHFUL "PEP"
Evidently enthused by the first real snowfall in Birmingham Monday afternoon, a group of 12 or 14 year-old boys celebrated the occasion by throwing snowballs at passing cars at the intersection of Bates and Townsend streets. Reported to the police by passing motorists, the boys had disappeared when officers Robert Appell and Ralph Bell drove by to investigate.

Mrs. E. B. Snarey, of Bloomfield drive, was hostess Tuesday to several Port Huron guests and Townsite friends. Mrs. R. A. Wagner, Mrs. Walter Peacock, Mrs. Charles Thomas, Mrs. George Asman, and Mrs. Ellis Hanson were the out of town guests. On Friday, Mrs. Snarey will leave for a short vacation to be spent visiting relatives in Toronto, Ont.

Ordnance Field Service Depots Achieve High Economy Rating in Training Troops

More than \$6,000,000 of taxpayers' money has been saved and approximately 25,000 freight cars made available for other uses in the past ten months through careful planning of the increased amounts of fighting equipment available for troop training in the United States.

When a regiment or a division was transferred from one Army post to another, it was formerly the custom to transfer its vehicles and trucks along with its other equipment to the new station. By working out a plan with the Army Ground Forces through which advance knowledge was obtained of contemplated troop movements, the Field Service Division of the Ordnance Department, Army Service Forces, ascertained if there would be sufficient equipment available at the new station so that

the troops would not have to take their vehicular equipment with them. In most cases, the equipment in the past ten months this was found to be the case. As a result, 22,000 fewer freight cars were required for troop movement—a saving of approximately \$6,000,000.

At first the reserve supply of equipment was small. As the plan got into operation and troops were transferred to new stations with their vehicles, the stockpile grew like a snowball, and it is becoming increasingly possible to save money and release freight cars for other uses. Originally most vehicles were involved but now this is being extended to weapons which are available at the new post.

Ordnance Field Service Depots were placed strategically all over the United States not only to supply the necessary equipment to ports of embarkation but to serve the army posts and camps as well.

Col. Ray M. Hare, who commands the Ft. Wayne Ordnance Depot at Detroit.

"There is a great deal of shifting of troops because of the many stages of training which are through. By ascertaining their relation to the Army Ordnance supply points, a great deal of economy in transportation has been the result.

"Anything that tends to save taxpayers' money is being constantly watched," said Colonel Hare. "If these savings could be tabulated and the total counted up we go along, it would show the foresight of the Army in many ways. The trouble is that we are fighting a war and sometimes we neglect to mention the many ways that are being carried out. However, this saving in dollars and conservation in the use of freight cars has been mounting to such an extent that it seems worthy of mention."

DIVORCE SUIT STARTED
SUIT for divorce was commenced last week and is on file in the Oakland Circuit Court at Pontiac by Mrs. Irene Blakely of Quanton Road against...

Keeping Up the Burial Plots 'Down Under'

Two Red Cross field hospital directors take time out to tend a neat cemetery somewhere in New Guinea where lie a few of the American casualties of that campaign. As far as looks go, the countryside might be most anywhere here at home.

Food Fights for Freedom—Facts To Remember Now And For Duration

Food Production: Pre-war "surpluses" (resulting in large part from lack of cash to buy food) have disappeared; for the duration there cannot be enough for all requirements, even though food production has increased yearly for eight years, set new records for seven successive years, in 1943 is expected to be over 1942 and 32% over the 1943-39 pre-war average. Next year's goal, 380 million acres, 16 million more than in 1943, is U. S. largest. Good soil is limited, so emphasis is on balance—right amounts of right things in right places. The program aims at increasing war food and fiber essentials without bringing inflationary dangers. Both war needs and vastly increased civilian food demand require more food.

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industrial industry or face the threat of the United States. This order may possibly mean that a great many men eligible for military service will be found in the United States. It is termed essential industry when they may not be needed in that industry over the weeks ago I received a letter from a very intelligent and substantial citizen in my district on subject of design to what we are discussing this afternoon, but he included in that letter an observation which is pertinent to the debate now taking place on this floor. I desire to read it for the benefit of the House. He states:

"I should like to insert, somewhat parenthetically, that during the summer I worked at the aircraft building at the Ford Rouge plant. From my experience there, and the actual lack of work done, I am always inclined to write and tell the members of the House that because of that shortage of manpower, and work not being done because of that, that if they would don working clothes, go into the place where I worked, and spend their time seeing what is being done to slow production they would cease their cry and try to encourage the workers to do their best. From conversations with many other employees in other plants I feel that where I worked is not an exception to the rule. What I have stated above is not confidential and can be supported by numerous incidents which I could relate if you desire to know some of them."

What we do here today is by no means a reflection upon the patriotism of fathers. Three weeks ago I visited an industrial center of the Navy located in New England. Twelve hundred men are at service there. I was informed there that 80 percent of those men were married and 50 percent were fathers. Yet they had enlisted in the armed service of their country regardless of their responsibility for their families. They were willing and willing to do their duty. So what we do here today is in no way a reflection upon married men.

TWO SPEEDERS FINED
Two out-of-town motorists were arrested by Birmingham police this week for exceeding the 35-mile speed limit on Hunter Boulevard. Charles A. Banks, 8216 Cooley Lake Rd., Pontiac, paid a \$15 fine for going 50 miles an hour, while Ben L. Silberstein, 15240 Santa Barbara, Detroit, was picked up driving 45 miles an hour and fined \$10.

Hasn't Mary had a little lamp, She filed it with bentine; She went to light the little And hasn't since benzine.

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Author of Forthcoming Book, "My Life in China"; Dean of Far Eastern Correspondents

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BLACK, GREEN, RED AND BLUE TRICOLOR RAYON CREPE. SIZES 12 TO 20, 38 AND 40.

MR. GILBERT OPENS: To win a victory over Japan, nothing recording her home islands must be occupied and subdued. Whatever the approach, her naval and air forces must first be destroyed and her ability to replace equipment bombed into desuetude. Then land forces must be put on her beaches. These tasks will be approached from many angles; but the map shows that the shortest flights and haul for bombers and invaders would be from China. To use these advantages Japan's armies must be swept from the Chinese mainland. Will this be quicker and cheaper than any other method? I am leaving Siberia out of reckoning? I think so; using Chinese manpower and Anglo-American naval and air support; but certainly not by the way of Burma alone. Neither could such a sweep be supplied by the Burma Road alone. Southern Chinese ports, with access to railways, must be opened to shipping. This presupposes the collapse of all but southern Japanese communications and naval resistance south of Burma. So it is not due tomorrow; but not only could Japanese air power then be extinguished and China freed, but China would remain the chief source for softening and invading forces.

MR. ABMONT OPENS: If the war is to be won by first freeing China, and then bombing Japan from Chinese bases, it will last interminably. "Freeing China" sounds fine as a phrase, but the task of driving the Japanese from some part of the China coast, so that we can land men and planes and parts and gasoline and bombs and ammunition is colossal. Advocates of that plan do not realize that there is not a single railway or modern highway connecting Chungking with any seaport. China produces no gasoline. China produces no plane parts. China produces no bombs. China does not have 100,000 feet of steel to park 400 planes. To "free China" we would have to send an invasion force three times the size which we are sending. An adequate way we can get supplies to China is by flying them in from India, over mountain passes 10,000 feet high. This Clearing the Japanese out of Burma, and reopening the Burma Road, is also no answer. At best, the Burma Road never handled more than 18,000 tons of supplies per month and half of that had to be gasoline that the trucks could return to Burma. The rest would be 100,000 tons of small value so long as the Japanese continued to hold airfields in Thailand and Malaya.

MR. GILBERT CHALLENGES: Japan's evasion from coastal positions must await the recovery of sea lanes to South China. A Chinese fleet to the coast need not await this, however. Air transport and the Burma Road can be made to deliver 300 tons daily; and not to remote Chungking, but to the coast. Japan's air force could not cover her armies in China. More advanced armies in China would be recovered, from which the softening of coastal holdings would be cumulative. Then come the softening of Japan for invasion, in which 50 carriers, in a Pacific shuttle service, would not equal the Chinese coast-ward shipping.

MR. ABMONT REPLIES: Even 15,000 tons of war supplies a month would not suffice for China's armies, and an enlarged air force. An adequate American-Chinese air force would need more than that in gasoline for adequate raids against Japan's China-based armies, and for bombing along the China coast and over into Manchuria, Korea and Japan's air force, in spite of her losses, is estimated to be 4,000 planes stronger than at the time of Pearl Harbor. In view of these facts it would seem that frontal attacks from the Pacific, coupled with a thrust down from the Aleutians, would serve to end the war more quickly than by trying to make China the main allied base for

MR. GILBERT REPLIES: Unless Mr. Abmont has an alternative approach, which he has not mentioned, and which I cannot take into account because of the recovery of all those territories is part of the job of defeating Japan anyway, isn't it? So isn't he describing the defeat of Japan as almost impossible difficulty? So what then? Maybe it wouldn't be hard to break through Siam, Burma and submarines based on the Pacific coast. Hullo! Hullo! from the further south. Hullo! Hullo! from the south can deliver 2,000 tons daily to the coast. Hullo! Hullo! from the times Chenault's supplies heretofore. Multiply his achievements by

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