

Calm... Cool Collecting

Collecting compliments and popularity! It's no longer a secret... he says that cool, self-assured way with MEMM! Step out mornings with the clean, tingling of MEM After Shave Lotion lingering on your face. And when the press of business gets you down, reach into the desk drawer for a pat of subtly scented Toilet Water... a real pick-me-up!

AFTER SHAVE LOTION
4 oz. \$2.00*

TOILET WATER
4 oz. \$3.00*

WILSON'S

Woodward at Maple

COSMOPOLITAN "Impregnated" Weather Sealed RAIN COATS

Wind and water repellent cotton gabardine. Light and natural colors.

\$12.50 and **\$14.45**

SHORTER LENGTH COATS of the same description **\$9.85** and **\$10.50**

PECK'S Men's Wear... Tailoring, Cleaning, Pressing, Altering, Repairing.
S. WOODWARD NEAR MAPLE PHONE 230.

NOW Overnight-Every Night TO BUFFALO

For that "I'd like to get away from it all" feeling... board a famous ship and sail the "Inland Sea" for a short vacation. Buffalo, the finest of the Niagara region, is just overnight away. Enjoy yourself with foods of excellence, dancing, entertainment... stroll the broad decks or lounge at ease in restful cabins. You'll come back to the job refreshed and ready to grapple with everyday problems again.

SAIL from Foot of Third Street Cadillac 9800

FAST, ECONOMICAL FREIGHT SERVICE

and Overnight - Every Night TO CLEVELAND

Travel the "Comfort Route"... enjoy an uncrowded journey aboard the big spacious D&C ships. Leave Detroit any night at 11:30, sleep dreamily in commodious staterooms. Arrive refreshed.

DETROIT & CLEVELAND NAVIGATION CO.

Men in Service

Birmingham Man Helps Clear Out War Prison Camps

Editor's Note—Men in the armed forces, and reserves, are invited to send us news of the boys' whereabouts and activities. Service men, scattered about the globe, are hereby invited to contribute to the pages of their hometown newspaper a newsy-pleasant item of interest.

Writing from Germany under date of April 23, to his parents, Capt. Ward Cruickshank tells of his lack of evacuating prisoners of war from Nazi camps to hospitals, and of the delight of the prisoners at being freed. His letter follows:

"I had started a letter to you a few minutes ago and was interrupted, so I tossed it aside and here goes again. This time I hope I can finish it. I haven't written in ages I know. The main reason is 'Business' not as usual.

"We have been evacuating American, British, French, Russian, Polish and Czechoslovakian prisoners of the Nazi army. We got an emergency call one night by tele. forty-two Russians from a hideous prison to an American hospital.

"The prison was in the heart of a beautiful Spa—sort of like Hot Springs, Arkansas. But the prison itself was indecipherable and the condition of the Russian soldiers was appalling. An American medical officer had been there the day before we arrived—delousing them, cleaning them up, giving them the first few treatments to get them back to the normal robust Russians they once were. So when we arrived they at least looked happy and clean, and almost ecstatic at the thought of seeing us again, and among friends. Apparently the German civilians and soldiers have considered the Russians like a useless animal, who has no purpose in living. Consequently, and with as little consideration as we give to snuffing out a cigarette butt, the Germans let the Russian prisoners, both soldiers and ex-patriated civilians die off. It was a waste of time, energy, food and supplies to bother with the Russians.

"So six foot four, two-hundred-pound Russians had deteriorated to six foot four, one-hundred pounds of gods of bone and flesh.

"The guy, venturing slightly mad spirit so loved and respected by the civilized world, had been driven to a shrinking, gnawing, groping, negative. The Russians wept when they realized that the best-tended soldiers did not have to walk back to the hospital, some eighty miles away. They were overjoyed when they were carried them on stretchers to the ambulance and tried to talk to them, and offered them cigarettes to smoke. Seven hours later, after a tough black-out drive, with no stops whatever, and knowing Nazi planes overhead were patrolling the roads, waiting for a light to show, these men were still smiling, still able to take double the trip if necessary.

"Michael—Something or other pulled a crumpled piece of printed paper from a bag he carried. With effort at the funny words and with a proud smile, he said in his best English 'Thank you, Comrade!' and I must admit, I pulled out of my pocket a printed paper, and read it in my best Russian 'Eid nahs needets, tonarich?' (We're glad to have you with us, Comrade!)

"So it goes we left them, and drove the eighty miles back to camp. We arrived around five-thirty the next morning and I slept all day.

"A couple days ago we got another call to help evacuate 481 American and British ex-prisoners of war from a very infamous German Stalag. We were to take only ninety of them, but when we got there, we couldn't say no to a one, until it was obvious that we couldn't get another person in anywhere. We carried twelve instead of seven in the backs of the ambulance, and three in front so as to carry just that many more men away.

"We wished we could have put them on the fenders and roofs. They ranged from twenty year old Welshmen taken at the British parachute jump into Arnhem, to aircraft liaison pilots shot down over Germany. They had been prisoners from three weeks to as much as five years.

"So I say Business not as usual."

Cpl. Wm. F. Roberts Tells Experiences In Battle On Okinawa

April 16, 1945

In the following letter Cpl. Wm. Roberts tells of interesting bits of news about the big battle with the Japs on Okinawa:

Dear George:

I have been meaning to write you for the past two weeks, ever since I landed here on Okinawa, but the work is so pressing that "time out" is far apart and in between.

We left our base at Roi-Namur in the Marshall Islands the 15th of March. We arrived here April 1 (10 plus 1 day), and my squadron was the first to land. Our planes were in the air the sixth day, the first land-based squadron to operate.

As you know the landings here were a lot easier than expected, having a lot of trouble. Our planes

are giving the line companies aerial aid as far as bombings, strafings, etc., of Jap positions.

Our main troubles are air raids. We've had "condition red" every night and few Jap planes get through to strafe or bomb our field. The night fighters and anti-aircraft crews are stopping most of the bogeys—running up splendid combat records.

This morning the first daylight raids started in force. Our ships took off at 4:30 a. m. and have been up ever since. The planes on which I'm ordnanceman shot down a Jap dive-bomber right off the bat. It's a great feeling to know that your guns fire o.k. and that you make even that small, direct contribution to the effort.

Our life here the first few days can be summed up by hard work, mud up to our knees, air raids, fox-holes and more hard work.

Last night one Jap ship got over the field and dropped fragmentation bombs. Two of my group got wounded; not seriously though. I've had some close calls and have a few more gray hairs.

Someone just came in to say that our air group downed 65 Jap planes in 11 minutes. It may seem incredible, but there is a heck of a lot of things we do (and the Japs do) that seem unbelievable.

The natives here are meek, underfed, small and look like Chi-

nese. They're friendly once they know you won't harm them. Best regards to all the gang.

Walter Ervin Thompson, 29, 1444 Hambley street, Birmingham, Mich., is receiving his initial naval indoctrination at the U. S. Naval Training Center, Great Lakes, Ill.

Cpl. Wm. F. Roberts, U.S.M.C. Marine Fighting Squadron.

NOTICE OF FORFEITURE
To: Frank H. Ladd, Joseph A. Ladd and Fred Weaver.

You are hereby notified that a land contract dated October 15th, 1932, between Quanton Lake Estates, a Michigan Corporation, and Fred Weaver, a Michigan Corporation, and Fred Weaver, a Michigan Corporation, in its default of payment of installments of principal and interest on said contract, is hereby notified that said contract is hereby forfeited; you are hereby notified to pay the amount of said debt by possession of the premises covered by said contract, the same being described as follows:—

Lot 7 of Quanton Lake Estates, a part of East part of Quanton Lake Estates, Subdivisions of the Section 26, and parts of the NE 1/4 of Section 26, and parts of the NE 1/4 of Section 25, Town 12 North, Range 10 E., according to the plat thereof recorded in the office of the Register of Deeds for Oakland County, Michigan, under No. 11 of Plate No. 241.

QUANTON LAKE ESTATES, a Michigan Corporation,
By: FORBES S. MASCALL,
Attorney-in-Fact.

ELECTRICIANS and Electrical Mechanics URGENT NEED

48-Hour Week Guaranteed

APPLY AT

Nearest U.S. Employment Office

MR. SHREINER

(USE ECCENTRIC WANT ADS FOR BEST RESULTS)

"I have seen American Trucks carrying the war to the enemy in every theatre of combat"

Lt. General Brehon Somervell



CHINA
INDIA
AUSTRALIA
SOUTH PACIFIC

AFRICA
ITALY
FRANCE
GERMANY

The Commanding General of the Army Service Forces also stated, "Our guns will be pulled and the supplies and troops will move into Berlin and Tokyo by truck..." Now, Berlin can be crossed off, but it's still a long road to Tokyo and the unconditional surrender of 70 million Japs! The GMC "six-by-six" military truck—the "Workhorse" of the Army—moved mountainous loads of munitions in North Africa, Sicily, Italy, England and France to help defeat Germany. Now, these powerful vehicles must handle a major part of the transport job in the Far East. And GMC Truck & Coach must build many, many more to fulfill the requirements of our Pacific Forces. GMC urgently needs more men and women for machine operation, assembly work, material handling and a wide variety of vital, well-paid jobs. Speed Victory by helping us to speed the "six-by-sixes" from Pontiac to the Pacific.

WORK AT GMC, WORLD'S LARGEST BUILDER OF WAR-WINNING TRUCKS

GMC's Employment Office at 661 South Boulevard, Pontiac, is open from 8:15 A.M. to 5:30 P.M. Monday through Saturday.

GMC TRUCK & COACH DIVISION

General Motors Corporation
Pontiac, Michigan

HOME OF COMMERCIAL GMC TRUCKS AND GM COACHES... VOLUME PRODUCER OF GMC ARMY TRUCKS AND AMPHIBIAN "DUCKS"

NOTICE TO PROPERTY OWNERS
RE: SUBDIVISION OF BIRMINGHAM LINCOLN LOTS

Notice is hereby given that a meeting will be held in the Commission Room of the Municipal Building, 200 North Third Street, Birmingham, Alabama, on Monday, June 11, 1945, at 2 o'clock P.M. to hear and determine the validity of the 25 ft. alley easements shown on the plat of the 134 lots inclusive of the Re-subdivision of Birmingham and the 134 lots inclusive of the Re-subdivision of Birmingham and the 134 lots inclusive of the Re-subdivision of Birmingham.

WHEREAS, the names and the owners of the above described lots, in accordance with the provisions of the Commission No. 151 Resolution No. 151.

Moved by Commissioner Gowan.
Supported by Commissioner Main.
WHEREAS, the Birmingham Trust Investment Company has petitioned this commission to vacate the alley easements shown on the plat of the 134 lots inclusive of the Re-subdivision of Birmingham and the 134 lots inclusive of the Re-subdivision of Birmingham and the 134 lots inclusive of the Re-subdivision of Birmingham, and the names and the owners of the above described lots, in accordance with the provisions of the Commission No. 151 Resolution No. 151.

BE IT FURTHER RESOLVED that the Commission do hereby order that the alley easements shown on the plat of the 134 lots inclusive of the Re-subdivision of Birmingham and the 134 lots inclusive of the Re-subdivision of Birmingham and the 134 lots inclusive of the Re-subdivision of Birmingham, be vacated and the same be and they are hereby vacated.

WITNESSED my hand and the seal of the Commission this 10th day of May, 1945.

IRENE E. HANLEY,
City Clerk.