

Naval Air Reserve Activities Open At Grosse Ile, July 1

Naval Air Reserve at Grosse Ile is to swing into its part of the reserve training program July 1, according to information that comes from Rear Admiral Edward C. Owen, USN, chief of the Naval Air Reserve Training Company. There are 22 naval air stations throughout the nation where the program will open on July 1.

The Navy's air reserve will consist of two groups—the Ready Reserve and the Standby Reserve. Both components will include officers and enlisted personnel who have been separated from the service and are desirous of maintaining their military efficiency as civilians. As reserve they will serve with the same rank or grade they held at the separation center. In the past many Naval Air men from Grosse Ile have paid frequent visits to Birmingham.

Reserve to Receive Pay

The Ready Reserve will be able to go into combat service within 30 days should an emergency arise. Admiral Owen says. Meanwhile, reservists will be training with the latest types of combat planes and armament. This group, approximately 50,000, will be composed of Navy and Marine Corps reserve pilots.

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ground officers, combat aviators, and enlisted ground personnel. They will be organized into airgroups, squadrons and units headed to man in an emergency the ships' hold-up in the Inactive Fleet, or to supplement squadrons of the Active and Reserve Fleets.

Ready Reservists will be paid for their services and each year will participate in two weeks training at sea aboard carriers of the Reserve Fleet. As members of the Reserve Fleet, in an emergency, they will have the opportunity to maintain their military status and they will receive two months' pay of their ratings per year for the attendance of scheduled drills and a two week period of training duty, plus flight pay, where applicable. They will have an opportunity to fly as passengers on many interesting aerial maneuvers and cross-country flights. They will also be eligible to attend in rating. In their affiliation with the Ready Reserve they will receive valuable training which, in many cases, will lead to more successful civilian occupations. And, of course, they will be able to attend the many squadron social functions such as parties, dances and parades.

Standby Reserve

Those reservists who are not fully qualified or who are unable for personal reasons to attend periods of training given the Ready Reserve will make up the Standby Reserve. These reservists will be encouraged to maintain their military efficiency in many ways, such as pilots, will fly about half the number of hours per year required of the Ready Reservists. All duty in the Standby Reserve is voluntary service performed without pay.

The pre-war market price of uranium, in the form of nitrate, was about \$7 per pound.

The West Indian cherry has recently been discovered to be a prolific source of anti-scurvy vitamin C.

If left unmolested and given plenty of good food, 350,000,000 rats could be bred from a single pair in three years.

Liberation Is Bitter Tea in Formosa

STILL loyal to China after 5 1/2 years of Jan rule, Formosans view with bewilderment their new freedom—for it is bringing worse hardships than war. But they're rebuilding, as the picture above, of Kihun, shows. It's one of the first pictures taken in Formosa by an Occidental since the western world was barred by the Japs in 1938. It shows rubble being cleared away from buildings blasted by our bombers. Cream and elbow grease supply the power. But while rebuilding, Formosans, descendants of ancient Chinese pioneers, are bitter about the way things are going under the new Chinese rule: the taking of rice, sugar, coal, cotton, and other materials and a crime wave flourishing, famine and unemployment. So Formosans don't look on liberation as a blessing—they resent it, and blame the United Nations for letting such conditions exist.

Michigan Mirror

INTERPRETING THE NEWS

By GENE ALLEMAN

Secretary of State Herman F. Dorgan, arriving at his office this morning, Remon: A nesting robin.

The hard built hen nest inside the Dignam garage in East Lansing one warm, sunny day when the garage owner has been left open. At night the Dignams lock the garage door, but they have to get up early every morning to open the door so the robin can get out and promote a breakfast.

The daily garage opening is a seven-day-a-week chore—Saturdays and Sundays as well as office week days.

Every seventh dollar in factory wages paid in Michigan normally comes from foreign trade.

That is the reason why Michigan lake towns, such as Detroit and Muskegon, are so active in the fight for the national seaway project. The movement has been recognized officially by the State of Michigan which created, some months ago, the "Michigan Great Lakes Tidewater Commission."

Linking the Great Lakes to the Atlantic ocean through better canals along the St. Lawrence river, the seaway program would reduce freight cost of shipping Michigan-made goods to Europe, according to seaway proponents.

John C. Buehema, commission secretary, says the "bare cost of rail-water transfer at the Port of New York is \$2.75 per ton. By bringing foreign flag vessels into the Great Lakes, our shippers have enjoyed precisely the same freight rates as shippers on the Atlantic seaboard on some commodities and slightly higher on others.

You can guess who is against the seaway. Yes: The railroads.

The publisher of a major daily newspaper in Michigan believes it would be economically feasible to deliver a daily newspaper into homes of subscribers by radio facsimile broadcasting for only 7 cents a day. The newspaper would rent out the facsimile receivers, service them with paper, and collect from subscribers weekly or monthly, as at present. The receiver would print sixteen pages, 9 1/2 by 12 inches, in 60 minutes.

Just one year ago a promotional campaign was launched at Lansing to stimulate Victory gardens as an important source of war-time food. Now, with the war over, a similar drive is getting under way under sponsorship of the Michigan Food Council. The office of civilian defense will be the spearhead. If the Mid-West is to prosper to expert—and meteorologists hint that one is overdue—the food situation would become more critical.

The Tally-Ho, popular drinking spot in Lansing, is contesting the right of the state liquor control commission to deny a renewal of its liquor license. For many years the club has been operated by a Lansing business-man as a high-class saloon. Admission was by a membership card. Now dried up by the commission which insists that it should operate as a private club for benefit of its members, the Tally-Ho has filed suit.

The present commission has probably done more to enforce Michigan liquor laws than any other commission in recent years. Slot machines—a source of high profits to private clubs throughout the state—are back in storage. Phoney liquor clubs are being put out of business.

When the secretary of the Michigan Temperance Foundation will announce the winning of a state liquor control commission for doing a good job, the near-miracle has taken place. But such is the case in 1946.

Stinging of a federal aircraft bill by President Truman will make possible a further improvement of Michigan airports.

A state aeronautic conference

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