

Shareholders Hear Report

Stockholders of Consumers Power Company, meeting in the Birmingham Community House last week, heard President Dan E. Karn review the company's progress and plans in a talk that dealt with both atomic power and automation.



Donald C. Miller Miller Appointed To New York Post

Donald C. Miller, 1564 Glengarry Road, Birmingham, has been appointed a senior vice president of New York City offices of the advertising agency.

Miller has been in charge of the agency's office in Detroit and supervisor on the Lincoln-Mercury account. He was named a vice president in 1949.

Miller and Anderson E. Hewitt will be in charge of Kenyon & Eckhardt's account management. All account supervisors on national accounts will report to them. Accounts under Miller's jurisdiction include Ford, Mercury and Lincoln-Mercury dealer associations in the automotive field as well as a number of major accounts in other fields.



John F. Henry, Jr. Henry Elected To Geyer Board

John F. Henry, Jr., 845 Westchester Way, Birmingham, vice president, Detroit office of Geyer Advertising, Inc., has been elected to the board of directors of the 80-year-old national advertising agency.

The promotion comes simultaneously with the announcement that 49 executives and key employees of the company have purchased a substantial interest in the agency in line with the recent expansion of the agency's ownership.

Geyer Advertising is one of the pioneers in the field, having been organized by H. B. Geyer and his father in Dayton, Ohio, in 1870. An alumnus of New York University where he studied marketing, Henry has been associated with nationally-known agencies and accounts since 1937.



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000,000 since the end of World War II to expand and improve its electric and natural gas services to meet the ever-growing needs of its more than 1,000,000 customers in outstate Michigan. Mr. Karn said the company might have to spend an equal amount in the five year period 1956-60. This year, he said, the company's construction program totals more than \$91,000,000, as compared to \$74,000,000 spent in 1955.

TOUCHING on the subject of automation in industry, Karn said: "Michigan is one of the states which has benefited the most from automation. After all . . . the only real new thing about automation is that we are reaching a higher and more perfect level of accomplishing it." The experience of American industry to date has shown that automation has resulted in a greater flow of goods, in the creation of more jobs, and in a lower cost to the purchasing public.

"Automation requires lots of electricity and natural gas, and that is where we fit in."

A MOVIE on the subject was shown, in which pretzels, auto engines, cookies and machine parts all seemed to appear from nowhere along automated production lines in several American factories.

cially economical," he said. "But it will advance our knowledge of this field. We believe that practical and economical atomic generation of electric power will be achieved in due time."

A report on the company's annual meeting, held in Portland, Maine, was given by L. J. Hamilton, treasurer of the company.

About 150 shareholders attended the meeting, where Karn was introduced by David H. Gerhard, division manager of the company's Southeast Division, headquartered at Pontiac.

Displays and exhibits included a plastic scale model of the atomic energy plant to be built near Monroe by the Power Reactor Development Company, a group of utility and industrial companies which includes Consumers and the Detroit Edison Company.

On the subject of atomic energy, Karn said Consumers is an active participant in the program to build a nuclear power reactor near Monroe, and has pledged \$2,500,000 to the project.

"This plant will not be com-

ment Company, a group of utility and industrial companies which includes Consumers and the Detroit Edison Company.

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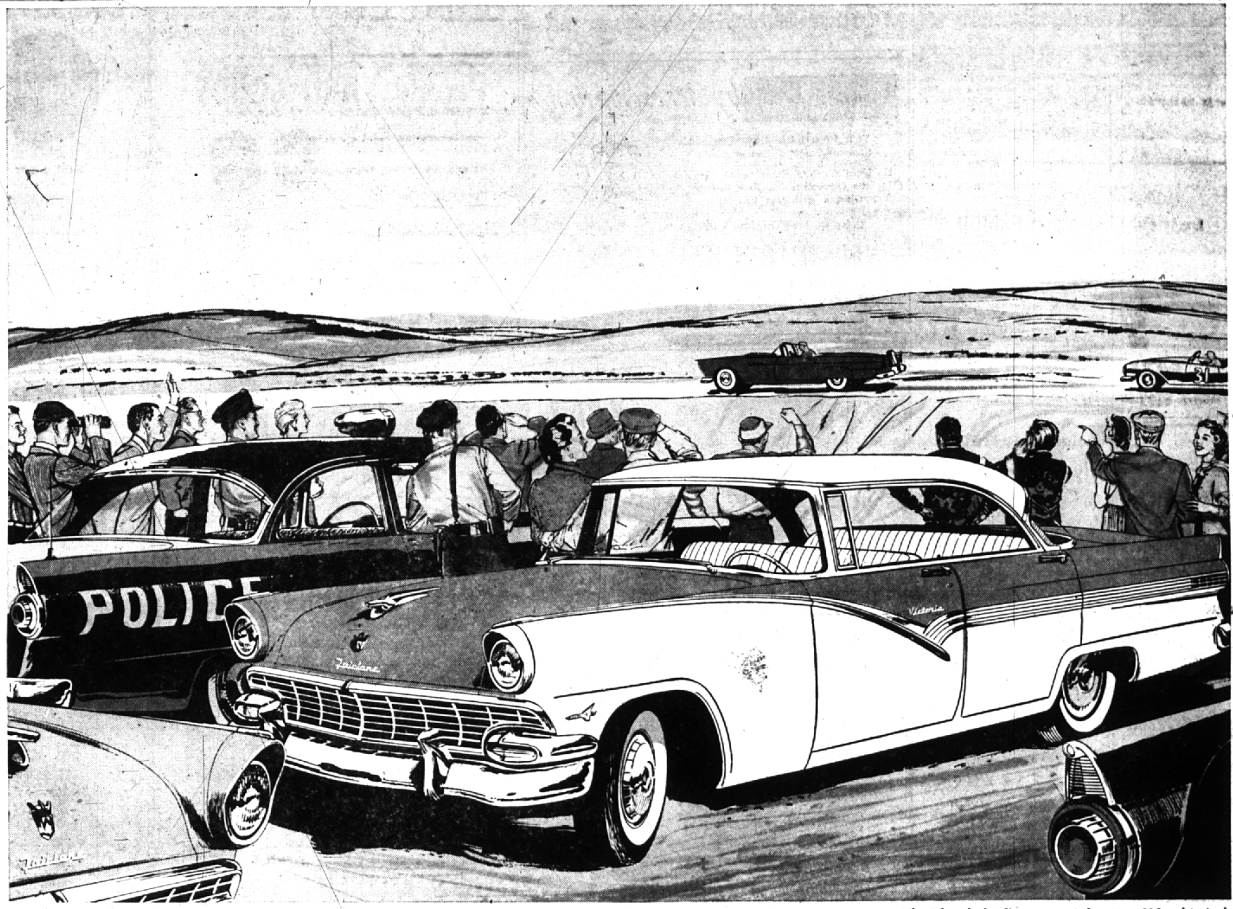
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Truly Ford goes first with this 312 cubic inch engine—largest ever offered in a low-priced car. Yet, even teamed with Fordomatic, it costs less than top engines in other low-priced cars with just standard transmission!

Ford goes first with Lifeguard Design, too. For ex-

ample, there's the deep-center structure of the steering wheel that helps to protect your chest in case of accident . . . double-grip door latches to reduce chance of doors opening under impact.

As for looks, every '56 Ford took its styling inspiration from the Thunderbird. They're the most glamorous cars in Ford's field.

In economy, too, Ford goes first. In the 1956 Mobilgas Economy Run, a Ford V-8 beat everything in its class—including Sixes as well as Eights. Come in now for a thrilling Test Drive. When you return you'll understand why Ford is the V-8 with the biggest following.

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