

BUSINESS BRIEFS



HENRY C. JOHNSON
Johnson Elected
New President
Of Phil Wood Co.

The board of directors of Phil Wood industries, Ltd. has elected Henry C. Johnson, 300 Quarto, Bloomfield Hills, as president and chairman of the board.

At the same time Philip S. Wood announced his resignation as president and the sale of all common stock of the company to Johnson. He will continue as a director and sales representative of the company. C. W. Wood will continue as general manager, Johnson said.

Johnson, a native of Niagara Falls, New York, was graduated from Massachusetts Institute of Technology in 1926 and from the Harvard law school in 1930.

He entered law practice in Boston and in 1931 joined the Army signal corps and served for five years. He was chairman of the signal corps purchase committee and a member of its technical committee in Washington, D. C.

New York's billion-dollar garment district includes 600 millinery manufacturers who employ 14,000 workers and produce 300 million dollars worth of hats annually.



ROLAND A. MEWHORT
Mewhort Is
New Director

Roland A. Mewhort, 1083 Centerfield, Birmingham, was elected to the board of directors of manufacturers National Bank of Detroit at the annual meeting of the bank's stockholders today.

At the same time it was announced that Mewhort, senior vice president in the commercial banking department, steps up to the bank's administrative division. The bank's board was increased to nineteen.

Mewhort began his career in 1929 and joined Manufacturers National in 1933 when it was founded. He became an officer in 1945 and was appointed senior vice president in 1956.

A graduate of the school of banking of University of Wisconsin, he is also a director of Auto Glass, manufacturing company, the Brass Forgings company and the Peninsular metal products corporation. He is also a trustee of the Detroit Country Day school and a member of the Detroit athletic club, the Detroit club and the Oakland Hills country club.

Army rocket study shows that winds of 60-200 miles an hour are common at altitudes of 60 miles.



KARL E. SCOTT
Scott Elected
Vice-President
Of Ford Motor

Karl E. Scott, 3511 Lakecrest, Bloomfield Hills, director of organization planning for Ford Motor company, Dearborn, today was named executive vice president, Ford Motor company of Canada, Ltd.

His appointment, and his election to the Canadian firm's board of directors, was announced in Toronto, Ont., today following a board meeting by Rhys M. Sale, president.

Scott, born in Parry Sound, Ont., joined Ford Motor company's financial staff of 1946. In 1951, he was named controller of the manufacturing services division, and from 1953 to early 1957, served as general manager of the division.

In February of 1957 he was named director of the organization planning office, a position he held until today's appointment.



R. B. PRESTON
Detrex Chemical Industries, Inc. announces the promotion of R. B. Preston, 1052 Northlawn, Birmingham, to manager of national accounts. In his new assignment, Preston and his staff will devote full time to the automotive industry and cover the entire United States.

LEGAL NOTICE

NOTICE OF SALE OF BOND DISTRICT OF THE OAKLAND COUNTY, MICHIGAN BUILDING SITE BONDS, SERIES 1955

Sealed bids for the purchase of Building and Site Bonds, Series 1955, to be issued by the School District of the City of Birmingham, Oakland County, Michigan, will be received by the undersigned, at the office of Chester and Martin Streets, corner of Eastern Standard Time, office, Birmingham, Michigan, until 5:00 o'clock P.M., Eastern Standard Time, on February 22, 1955, at which time and place said bids will be publicly opened and read.

Said bonds will be dated January 1, 1955, but coupon bonds in the denomination of \$1,000 each will be numbered consecutively in the direct order of their maturities from 1 to 2,100, both in-clusive, and will bear interest from said date at a rate of rates not exceeding 4 1/2% per annum, payable on June 1, 1959, and thereafter semi-annually on December 1 and June 1. Each bid shall state the annual interest rate or rate which it is submitted, expressed in multiples of 1/4 of 1%. The interest rate for each coupon period on any one bond shall be at one rate only. Accrued interest to date of delivery of such bonds may be paid by the purchaser at the time of delivery.

Said bonds will mature serially on the last day of June in each year as follows: \$10,000 in each of the years 1959 through 1964, \$20,000 in each of the years 1965 through 1974, \$20,000 in each of the years 1975 through 1984, \$20,000 in each of the years 1985 through 1994, and \$20,000 in each of the years 1995 through 2004. Bonds maturing in the years 1975 through 1984 are subject to redemption by the school district prior to maturity, in several numbered order, on any one or more interest payment dates on and after June 1, 1965, at par and accrued interest plus a premium on each bond in accordance with the following schedule:

- \$25 If called to be redeemed on or after June 1, 1965 but prior to June 1, 1971.
- \$26 If called to be redeemed on or after June 1, 1972 but prior to June 1, 1975.
- \$27 If called to be redeemed on or after June 1, 1976 but prior to June 1, 1978.
- \$28 If called to be redeemed on or after June 1, 1979 but prior to June 1, 1981.
- \$29 If called to be redeemed on or after June 1, 1982.
- \$30 If called to be redeemed on or after June 1, 1983.

Notice of redemption shall be published not less than 30 days prior to the date fixed for redemption, at least once in a newspaper or publication circulate in the City of Detroit, Michigan, which carries as a part of its regular review notices of the sale of municipal bonds. The remaining bonds will not be

subject to redemption prior to maturity. Both principal and interest will be payable at each bank or trust company as shall be designated by the issuer in the charter of the bonds.

The bonds are a part of a total issue of \$6,500,000 voted for the purpose of defraying the cost of erecting, equipping a new Junior-Senior High School building and acquiring the site thereof, erecting and equipping a new service building, remodeling the existing school building, and constructing subordinate drainage facilities on the present Senior High School site, and will be the general obligations of the school district which is authorized and required by law to levy upon all the taxable property therein such ad valorem taxes as may be necessary to pay said bonds and the interest thereon, which tax levies shall be without limitation as to rate or amount as provided in Section 25, Article V, of the Michigan Constitution.

For the purpose of awarding the bonds, the interest cost of each bid will be computed by determining, at the rate or rates specified therein, the total dollar value of all interest on the bonds from March 1, 1955 to their respective maturities and deducting therefrom any premium. The bonds will be awarded to the bidder whose bid on the above computation, produces the lowest interest cost to the school district. No proposal for the purchase of less than all of the bonds or at a price less than their par value will be considered.

A certified or cashier's check in the amount of \$2,000 drawn upon an insured bank or trust company and payable to the order of the Treasurer of the school district must accompany each bid as a guarantee of good faith on the part of the bidder, to be forfeited as liquidated damages, if such bid is accepted and the bidder fails to take up and pay for the bonds. No interest shall be allowed on the good faith checks and checks of the unsuccessful bidder will be promptly returned to each bidder, representative or by registered mail.

Bids shall be conditioned upon the qualified opinion of Detrex, Wright, Davis, McKee & Co., (Charles H. Stevens, of Council, advisors, Detroit, Michigan, governing the legality of the bonds. The cost of said legal opinion and of the printing of the bonds will be paid by the school district. Bonds will be delivered at Detroit, Michigan.

The right is reserved to accept any or all bids. Bids shall be conditioned upon the qualified opinion of Detrex, Wright, Davis, McKee & Co., (Charles H. Stevens, of Council, advisors, Detroit, Michigan, governing the legality of the bonds. The cost of said legal opinion and of the printing of the bonds will be paid by the school district. Bonds will be delivered at Detroit, Michigan.

Enclosure containing the bids should be plainly marked "Proposal for Bonds" and delivered to the Board of Education, Detroit, Michigan, on or before January 22, 1955, at 5:00 o'clock P.M.

U-M Experts Study Snow on Keweenaw

If you think your sidewalks get snowy, consider Michigan's Keweenaw Peninsula.

This narrow strip of hilly land jutting into Lake Superior and representing the most northern part of the state, receives more snow than any other point east of the Rockies with the exception of certain local areas in New England and New York.

In the three months of December through February, snow falls an average of 52 days—or more than half the time. In January, 1950, there, more than nine feet came down in the Calumet area of the Peninsula.

This abundance of snow tends to draw skiers as well as snow plovers. In the case of the University of Michigan, it has attracted meteorologists to Houghton to study the effects of the weather on snow after it has reached the ground.

The researchers want to learn how to predict accurately the condition of the snow in any part of the world through knowledge of weather conditions rather than having observers there to examine the snow.

The study is being done through the University's Willow Run laboratories for the U.S. Army Snow, Ice and Permafrost Research Establishment. Obviously the Army could use such information when trying to decide if snow in some remote spot could support vehicles.

Why does the Keweenaw Peninsula get so much snow? Very cold air coming down from the polar regions passes over Lake Superior which, because it never freezes over, is comparatively warm. The air gains heat and

soil moisture and other conditions, and combinations of conditions, all have an effect on the snow. But the meteorologists are not worried, for in this land of Paul Bunyan prodigious snows—and feats—are commonplace.

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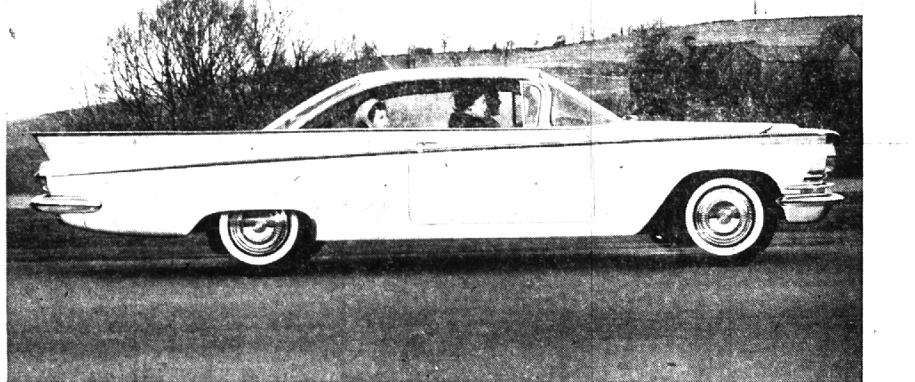
VALUES TO \$39.50	\$29.75	VALUES TO \$50.00	\$39.75	VALUES TO \$65.00	\$49.75
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ROBES	25% OFF	Pajamas	25% OFF
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Dickinson's

Wabek Building Birmingham Saginaw at Lawrence Pontiac



WILD SOMEBODY MENTION GASOLINE MILEAGE?

Although we deliberately engineered improved gas mileage into the '59 Buicks, we have not made much point of it in previous advertising for THE CAR. People's driving habits can get very different results even from the same car. So we are now happy to report that our plans for greater economy of operation have been very successful indeed . . . in everyday owner experience.

Owners report excellent records

Most owners are naturally proud of their new cars, and may sometimes overstate a little. But even allowing for that, listen to these reports from owners! A Detroit man drove his Electra 9,000 miles around the country, and reports a little over 19 miles a gallon. A

Louisiana LeSabre, with Twin Turbine Transmission, after 4,000 miles is giving its owner 17.6 miles per gallon. A St. Paul man reports 18.1. From Atlanta comes 17.5. From Pittsfield, Mass., 20. Some are even higher. Some lower. But these are typical.

Tests confirm new economy

Recently a very thorough set of tests was run, putting Buick LeSabre and another car of comparable size which is known for good economy, through identical tests under all sorts of driving conditions. The Buick came out best in every single test.

How Buick mileage was improved

It took a combination of several steps. New,

more efficient Wildcat engines was one . . . compression up to 10.5, better carburetion. In the case of LeSabre there is also a new, twin-barrel economy carburetor as standard equipment. All this to get more power out of the fuel. In addition, new combinations of transmissions and rear axles put this power to work more efficiently.

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