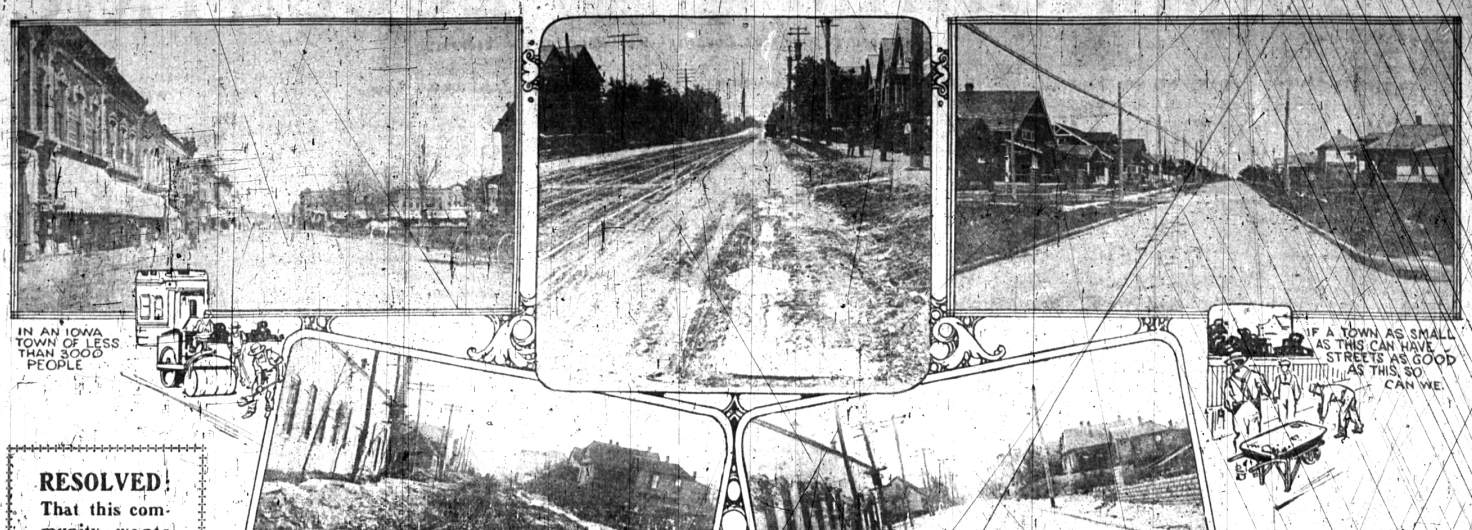
WANTED---MORE AND BETTER PAVEMENTS!



RESOLVED!
That this community wants and is going to get more good pavements.

THIS is a resolution to which every citizen can subscribe.

If we mean what we say we shall get the pavements.

What other places have done this town can do.

Good pavements mean increased property values, health, beauty and comfort, and municipal progressiveness all along the line.

Good pavements are no longer a luxury, that only big cities can enjoy. They are a necessity that no progressive municipality can do without.

We can't afford it? Oh, yes, we can. What we can't afford is to flounder around, over rough, dusty, muddy streets.

What Other Towns Have Done.

A few years ago there seems to have been a concerted movement among Iowa municipalities to pull themselves out of the mud. Now any number of towns in that state have pavements as good as New York's or Washington's. These towns include Charles City with 6,000 population, Webster City 8,000, Winterset 3,000, Bloomfield 2,250, Indianola 3,500, Boone 10,000, Shenandoah 5,000, and Hamburg with only 3,000 people.

Of course Iowa towns are not the only ones that have pulled themselves out of the mud. Oklahoma was a built to order state—that is, it did not grow slowly; it sprang into being—and what do we find there? Enid, Tulsa, Shawnee, Chickasha, El Reno and other towns with hard, smooth pavements such as are usually associated with old, rich and populous cities.

It would require a page of this paper to catalogue the smaller communities that have proved that where there is a will for good pavements there is also a way to get them. This is the teaching of an investigation that has extended across the continent from Rock Hill, S. C., through the little town of West Plains, Mo., to Roseburg, Ore.

A Prime Essential of Progress.

No time was wasted in big cities, for that would have proved only what we all know—that their good pavements are considered a prime essential of progress and always go along with it. What was sought for was evidence that no community is too small to be well paved.

This investigation developed stories of municipal uplift that do not get into the magazines, but that are no less enlightening and inspiring on that account.

Let's start at Rock Hill, S. C., a town of 5,000 people. It had never had any modern pavements and little or no improved streets. After great deal of talk, the authorities decided to ask for bids on asphalt paving for two or three main streets. The owners of the abutting property were to pay their share. Of course some of them objected.

On one of the streets was a piece of property owned by two ladies who made a regular campaign against the improvement on the ground that they could not afford it and were so successful that the city and the contractor agreed to pave up to their property, skip it and resume the work on the other side. But before this actually happened the ladies came down to the city hall, signed a petition to have the street paved in front of their property and joined the ranks of "asphaltettes."

Property Values Increase.

In this same town the secretary of the chamber of commerce had been offered a piece of property for $700 on one of the streets to be paved. After the paving was done he found that the price had gone up to $1,250 and that there was an eager demand for the same lot that had gone begging at $700.

But this article is not about the increase of property values that good pavements bring. That will come later. What we are trying to show now is that what other towns have done this town can do. Most, if not all, of the towns from which our evidence is drawn are smaller and less wealthy than our community.

Look, for instance, at West Union, Ia., a little place of less than 2,000 inhabitants that never had any paving until 1914. Then it saw other Iowa villages getting good pavements and made up its municipal mind to have them in West Union. Last spring 30,000 yards of paving were contracted for. Upon their completion the people were so well pleased that a boulevard lighting system was ordered, to be in keeping with the pavement.

The merchants and residents of the town became imbued with the improvement idea, and stores and residences began to freshen up. The lumber dealers, builders, carpenters and painters say that 1914 was the greatest year for business the town ever had. The fact is that West Union has changed from a shabby, slow going country town to a well kept little city, busy, proud of itself and with every resident turned into a "booster."

No Trouble Paying the Bill.

And all of this is directly traceable to good paving. The people had no trouble paying for it, for the share of each was small and the time allowed for payment long enough to make it easy for every one.

It is a noticeable fact the country over that when up old town begins to lay good pavements and when a new town starts out with good pavements in both cases the good work is kept up.

In the case of older communities, once started, they are never content until all the principal thoroughfares are paved. The resident of the unpaved streets sees how good the paved street looks and demands the same thing for his street.

New towns and suburbs that start life with good pavements rarely go backward, range man who has lived on a well paved street that is never muddy or dusty, that can be cleaned and that drains off quickly is never willing to go back to living on a street that is inches deep in dust half the year and a mud hole the other half.

Another advantage of smooth streets is that they count heavily in favor of healthfulness. Half the advantage of a sewerage system is lost unless there are smooth pavements properly drained into the sewers. The right kind of pavements can be laid so that there is literally no place for refuse and dirt; rain washes them clean or they can be flushed. The dust and dirt of a roadway are not only injurious to health, but they are a nuisance, especially annoying on motor traveled highways.

Advertising Value of Good Streets.

Still another factor well worth taking into account is the advertising value of well paved streets. No other improvement makes so immediate an impression. The men who have been most successful in suburban real estate development say that there is nothing like a good pavement and sidewalks to make lots sell. These are the things that people notice first.

Last spring a New York town lost the biggest industry it ever had, a chance to get because the men who went there to look into the prospects for locating a plant found the streets a sea of mud and were so prejudiced by this condition that they went elsewhere for their plant site.

"These men were not going to live in the town. They were not going to haul over the town streets. But they were looking for a live, progressive town, and the advantages that the abandoned location really possessed were all ignored because of the unfavorable impression made by unpaved streets. Not reasonable, you say. Perhaps not, but these are the facts. Clothes don't make the man, either, but it is hard for a shabby looking man to get a good job. It is just as hard for a city to attract business unless it looks prosperous and up to date. Pavements do more to produce this effect than any other improvement.

Business Follows Paving.

Here is what John MacVicar, ex-mayor of Des Moines, Ia., says on this subject in general, recendering his opinion with an illuminating instance as to the effect of a good pavement on business:

"Observing business men, particularly the retail merchant and the realty agent, have learned that business follows good pavements. This fact is particularly noticeable since the advent of motor cars and the important passenger traffic this means of transportation has developed.

"The truth of the above was forcibly brought to the attention of the property owners and householders on Walnut street, Des Moines' most important business street, a little more than a year ago. The improvement on this street became of poor paving, very expensive and other causes became some what defective, and it was plainly seen that vehicle traffic would Walnut street, active property owners on the most formidable rival, Locust street, which had a better pavement. A petition for the immediate paving of Walnut street for the expense of property abutting it with asphalt was promptly signed by seven local property owners. Following the refusing of the street, it was not allowed there was a prompt return of the prestige which naturally belonged to it.

"Since this improvement was secured for Walnut street the property owners on Locust street have induced the city council to extend a modern pavement to the extreme west end of the street and to remove an antiquated and rough, though by no means warnout, pavement. Hoping thereby to regain some of the lost ground."

Start Right.

It was said above that communities that once started to pave their streets properly never went backward. This is strictly true, but note the word PROPERLY. Where apparent exceptions to this rule are found it is also discovered that what the backsliding town tired of was not good paving, but bad paving. Towns sometimes get swindled or they try to save money on their streets and find that there was no saving. But that, on the contrary, their money has been thrown away on imitation asphalt or poor construction, or some patent paving fad of which nearly every year sees a new example. The citizens that have got the best pavements have been laying the same kind with the same materials for more than a generation. They know, and when there is an example to the contrary there is no risk taken and no chance that any community will regret its investment and go back into the mud and dust.

Property owners those who use and pay for pavements, ought to know something about them and, possessing that knowledge, to have something to say about what their pavements shall be. Intelligent public opinion on public improvements is the greatest assurance the community can have of good work. Of course we must have expert advice and assistance. But we must think for ourselves, too, and be able to tell experts and engineers what we want them to do for us.

There places where money has been wasted, one paving the mistake in where the people were too willing not to demand what was best for them and where, in consequence, somebody "put one over." Rotted brick, cracked concrete, puckered wood block and traveling imitation concrete are the wrong sorts of investment. Really good pavements are the best kind of investment, but such pavements are the wrong sorts of investment. Really good pavements are the best kind of investment, but such pavements are the nearest approach to eternal and indelible ugliness.

Washington's Experience.

Washington, D. C., one of the best paved cities in the world, as it should be as the capital of the United States, Captain Mark Brooke, engineer commissioner of the District of Columbia, recently told the members of the Englewood's club of Baltimore how Washington had reformed its roads. Washington, he said, "is a city of asphalt pavements." It has, in round numbers 4,800,000 square yards of street pavements, of which 2,344,000 yards—the nine-inch sheet asphalt. "It is safe to assert that, cost and everything else considered, bituminous pavements of the sheet asphalt or asphaltic macadam type are as near the ideal form of pavement as any we have, and I also think that among the eastern cities the amount of such pavement may be taken as an indication of the condition of their streets."

"Washington pavements will bear comparison with any I have seen both in point and quality. Nearly all the success as we have attained has been principally due to the fact that our paving problems have always been engineering questions and not political issues; that we have very largely confined our efforts and expenditures to the improvement of a single type well adapted to local conditions."

Others have paid for experience in paving. The advantages are too well known to require further proof. We, in common with other progressive communities, want good pavements. The question is not, Can we afford them? It is, Can we afford to do without them?

This newspaper intends to keep this subject to the fore until it can be said that this community, at the least is among the best paved towns in the state.

Those who may now be indifferent or even opposed to this improvement will soon be converted.

Those who are already with us can help by circulating the Gospel of good pavements on all occasions.

Watch for the special articles on paving, that will appear from week to week in these columns.

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ORDER OF PUBLICATION.

State of Michigan, The Circuit Court for the County of Oakland, in Chancery. Mary L. Nixon and Elmer L. Smith, complainants, vs William Chamberlin and John Graham, if any unknown heirs, devisees, legatees or assigns, defendants. At a session of the Circuit Court for the County of Oakland, held in the City of Pontiac, on the 23d day of November, A. D. 1914. Present, Hon. George W. Smith, Circuit Judge. It appearing from the Bill of Complaint in the above entitled cause and from the Affidavit of Max Hulett, solicitors for the complainants herein, annexed thereto, that the defendants in said cause, namely: William Chamberlin —and John Graham, or their unknown heirs, devisees, legatees or assigns, cannot be personally served withprocess because said defendants are either unknown or ammened and that after diligent search and inquiry said Max Hulett was unable to ascertain the names of the persons who are included as defendants in said suit with their residence, therefore, on motion of Charles K. Latham and Max Hulett, solicitors for complainants, it is ordered that the said defendants, William Chamberlin and John Graham, or their unknown heirs, devisees, legatees or assigns, enter their appearance in this cause on or before the 23d day of March, A. D. 1915, and that in default thereof the said Bill of Complaint be taken as confessed by them. It is further ordered that the complainants cause this order to be published in the Birmingham Eccentric, a newspaper printed in Oakland county, Michigan, within 20 days from the date of this order, and that said publication to be continued therein for six weeks in succession thereafter.

GEORGE W. SMITH,
Circuit Judge.

A true copy.
FLOYD R. BABCOCK, Register.

NOTICE IS HEREBY GIVEN—That the above suit is brought to quiet the title to the following described lands: The west one-half (½) of the northwest one-quarter (¼) of section two (2), town one north, range two east, containing eighty (80) acres, excepting twenty (20) acres, more or less, conveyed by William Kritz and wife to Mary Dotson. The southeast one-quarter (¼) of the northeast one-quarter (¼) of section three (3), town one north, range two east. The northeast one-quarter (¼) of the northeast one-quarter (¼) of section three (3), town one north, range two east. The west one-half (½) of the northwest one-quarter (¼) of section four (4), town one north, range two east, containing eighty (80) acres, excepting the above described land and running west to the point and river; thence in a northeasterly direction to the township line but south Southfield and Woodland line; thence said mill pond being the boundary line; thence west on said township line and section line between sections two (2) and three (3); thence south on said section line to the place of beginning, containing twenty (20) acres, more or less, which lands are located in the Township of Southfield, Oakland County, Michigan.

CHARLES K. LATHAM and MAX HULETT, Solicitors for Complainants, 415 Moffat Building, Detroit.

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William Hilliard

His Limitations.

Eb Chalmers, a Newberry clerk of court, was once approached by a politician who had managed to get himself appointed to a public position.

"Eb," he said, "I want you to qualify me for office." The plain-spoken old Covenanter replied "I can swear you, but all hell couldn't qualify you."—London Mail.

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Please ship me at once on 30 days' free approval test, one Domestic machine complete with all attachments, as described above. If I decide to keep it, I will pay you $2 a month until $31 is paid. If I do not keep it, I will notify you within 30 days and you will send for it at your expense. Otherwise I will pay you $2 a month. No security or references required.
Name
Address
Town
State
Age
Occupation
Reference
Ship to
Send me your latest style folders and prices.
Send me your special offer.

Again We Say Subscribe for THIS PAPER

MORTGAGE SALE.—Mortgage sale under the power of sale contained in the mortgage Leonard Scott and Blanch H. Scott, his wife, of Detroit, Michigan, to the Mortgagors and the Standard Savings and Loan Association, of Detroit, Michigan, a corporation, is the mortgagee. The mortgage bears date the sixteenth day of January, A. D. one thousand nine hundred fifteen, and was recorded the twenty-second day of January, one thousand nine-hundred thirteen, in the office of the Register of Deeds of Oakland County, Michigan, in liber three hundred seventy-six (376) of Mortgages, on page five hundred seventy-one (571). The mortgagee hereby declares that the principal of said mortgage is now due, and that there is now due on said mortgage the sum of three thousand four hundred thirty-nine and sixty-seven one-hundredths ($3439.67) dollars. The mortgaged premises are situated in the City of Pontiac, County of Oakland and State of Michigan, and are described as follows, to wit: Parcel 1. Beginning at the northwest corner of land heretofore deeded by Joseph A. Peck to Thomas D. Drake, supposed to be in the center of the Orchard Lake Road, thence South 68½ West 10 chains and 94 links to the center of Clinton River; thence down stream along the center of said River 4 chains and 2 links; thence North 21° West 9 chains and 44 links to the place of beginning, containing 4 acres, and being part of the N. E. ¼ of Sec. 31, Town 2 North, Range 10 East. Parcel 2. Beginning in the center of the Orchard Lake Road at the northwest corner of 3 acres of land deeded by M. E. Crofoot and wife to O. F. Wisner (being the 3 acres of land above described) on the N. E. ¼ Section 31, Pontiac; thence South 68½ West along the center of said road 7 chains and 87 links to an angle in said road; thence South 23° West 10 chains and 87 links to the northeasterly corner of a parcel of land deeded by M. E. Crofoot to Charles Dalwald, March 27, 1903; thence South 67° East 6 chains and 10 links to the center of the Clinton River; thence down stream along the center of said river to the southwest corner of said Wisner's land; thence North 21° west on the West line of said Wisner's land 9 chains and 34 links to the place of beginning, containing 4.93 acres excepting therefrom so much of said parcel of land as lies within the highway, now occupied by said road. Commencing in the center of the Orchard Lake Road at a point which is 7 chains and 87 links South 68½ West from the northeast corner of land deeded by M. E. Crofoot and wife to Charles Dalwald, March 27, 1903, by deed recorded in Liber 388, page 61; thence Northerly 90 feet; thence Easterly 90 feet; thence Southerly 90 feet; thence Westerly to the place of beginning which 5 acre was conveyed by John B. Johnson to Ida Johnson by deed recorded in Liber 324, page 632; and by Libbie Brown to Charles Dawson by deed recorded in Liber 1124, page 437, Detroit Records. Parcel 3. Beginning at a stake on the N. line of Section 31, Town 2 North, Range 10 East, Easterly and distant 6 chains and 34 links from the center of the Orchard Lake Road; thence South 23° East 2 chains and 87 links; thence North 67° East 6 chains and 10 links; thence North 23° West 2 chains and 87 links to the North line of said section; thence Westerly on said line about 6 chains to the place of beginning, containing 1.28 acres of land. This land, with the appurtenances, will be sold at the front door of the Court House in the City of Pontiac, Oakland County, Michigan, (that being the place where the Circuit Court for said County is held) on TUESDAY, the TENTH (10th) DAY OF MARCH, 1915, at twelve o'clock noon of said day, to satisfy the amounts due and unpaid on said mortgage, the expenses of sale, and the attorney fee provided for in said mortgage, and by law.

Dated this seventh day of December, 1914.

STANDARD SAVINGS AND LOAN ASSOCIATION,
Mortgagee.
RALPH L. ALDRICH,
Attorney for Mortgagee.

ORDER FOR PUBLICATION—General

State of Michigan the Probate Court for the County of Oakland. At a session of said Court, held at the Probate office, in the City of Pontiac, in said county, on the 30th day of November, A. D. 1914. Present, Hon. Kleber J. Rossman, Judge of Probate. In the matter of the Estate of

WILLIAM PALLISTER, Deceased.

Deborah Trust Company, Trustee under the will of William Pallister, deceased, having filed its first annual account in said estate, together with a petition for the examination and allowance of the same.

It is ordered that the 16th day of January, A. D. 1915, at 9 o'clock in the forenoon, at said Probate office, be and hereby is appointed for hearing said petition. It is further ordered that public notice thereof be given by publication of a copy of this order, for three successive weeks previous to said day of hearing, in the Birmingham Eccentric, a newspaper printed and circulated in said county.

KLEBER J. ROSSMAN,
Judge of Probate.

A true copy.
JUDSON A. FRENNENBURG, Probate Clerk.

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