

DETROIT AND AQUILIA

(Continued from Page One.)

After one of the first settlers mentioned and later 'Pety Hill' in 1833 or 3 a meeting of the citizens was called to determine a suitable and permanent name for the place. After a long conference and discussion the meeting adjourned without coming to any decision, but the next morning the question was settled by the appearance on the foundry of R. T. Merrill of a large lettered sign named 'Birmingham.' The names of the postmasters I recall in their order mentioned: S. R. Kelsey, T. A. Flower, O. Poppleton, H. W. Botsford, G. L. Lee, J. W. ...

"The first foundry erected and operated here was by John W. Hunter. Then followed Merrill & Allen, R. T. Merrill, Aaron Smith & Sons, C. W. & Wm. Jank. Other manufacturers I recall are Coyle & Benjamin, grain cradles; Jas. Gow, A. Partridge and Sidney Drake, wagons, etc.; Snow & Hunt and J. Walton, fanning mills, etc. The flouring mill was built in 1835-6 by R. T. Merrill and operated by him for some years and sold to Townsend. Then followed Brown & Flower, D. Wilcox, Opydke & Gardner, R. E. Trowbridge, R. F. Opydke, O. Poppleton, Mrs. Helen Opydke, F. Hauptner and Jones & Frederick.

"The Detroit & Pontiac R. R. was not completed to Birmingham when it began business here in 1840, but later, about December of the same year, cars first by horse-drawn passengers daily to or from Detroit to the great satisfaction of all. The fare charged was \$1.50 either way, but the time made was not satisfactory. It often took three hours to make the trip one way. Three years previous, however, or about 1837, the road was completed to Royal Oak, but not until 1844 was it finished and operated to Pontiac. The first locomotive which ran over the road was named Sherman Stevens after one of the projectors of the road and a prominent business man of his time in the Territory and State.

"Snow's Pioneer Telegraph Line" was the first constructed, being built from Detroit to Saginaw and northern Michigan on the line of the turnpike and was first operated in 1851. Not proving to be a paying investment for its owners it was abandoned in 1853. The office was located in my store and I became quite proficient as an operator.

"The Detroit & Birmingham plank road was commenced in 1849 and completed in 1851. The Birmingham & Pontiac in 1853 and finished in 1854. The reduction in the first cost of goods as well as the price at which they were sold when begun business as compared with the present prices is very marked. An enumeration of a few may be interesting to present purchasers of goods as showing prices of fifty years ago and now: Pork prime 15 to 20, now 10 to 15; Beef prime 12 to 15, now 8 to 10; Cotton seed 20 to 25, now 10 to 15; ...

"The counts of Tyrol, the noble family from which the region took its name, long made Meran their residence. The much decayed castle of Tyrol, the original seat of the family, overlooks the town and the mountain and cliffs through the neighborhood are crowned with many other ancient castles and fine chateaux.

Meran is the first town of the upper Adige valley. It is 42 miles southwest of Innsbruck and 20 miles northwest of Bozen on the Brenner line. The rugged Kuechelberg lies behind it and all the hills beside are covered with miles of arched vineyards. Delicious grapes and who are the town's most famed products. A grape cure is one of the attractions of the climate draws many people suffering from rheumatism. Normally, Meran's season begins in early fall and lasts through to the end of spring.

Italians Love Aquilia. Aquilia is the first town captured by the Italians in their storm across the Austrian borders at the end of the Adriatic, stands foremost among the Austrian Italian-speaking possessions in the sentimental attachment of the patriotic sons of Italy. Situated six miles back from the Adriatic sea, at the edge of the lagoons in the Austrian province of Goerz and Gradisca, it was once a great and flourishing station, at one time ranking as the second city of Italy.

Waterloo Bridge Haunted? Waterloo bridge is a part of the Thames which is said to be haunted. It is not so very long since a more than usually clear-sighted man went to the police with information that he had seen a woman jump from the parapet of Waterloo bridge. He had been crossing the bridge late one night, when he had noticed a woman in black walking in front of him and he had seen her make an appealing gesture, but before he could reach her she had disappeared. That was all. There was no splash from the bridge, and no result came from the search which was made. These who were familiar with the history of the river said that the man had seen the ghost of Waterloo bridge—the tragic woman in black, who was known to have taken a constant jump to accomplish it. I have always paid 100 cents on the dollar, but often have received nothing from others who had seen the same. I do not wish to mention any of the discouragements during all these fifty years, and am buried as many of its unpleasant portions as far as I can.

Britain Needs Timber. The demand for timber in Great Britain is so great, owing to the war, that the export of this material from Newfoundland, which had been practically abandoned of late years, is



PICTURESQUE CORNER OF MERAN

AMONG the many famous health and pleasure resorts smoothed by the European war, one of the most attractive is Meran, a favored garden spot of earth in an arid Roman out-post where legionaries stood guard against northern barbarians and where Caesar sought to regain their dissipated health. Meran has maintained through all its checkered history a high reputation as a pleasure and health ground and as a resort for rank and fashion, says the bulletin of the National Geographic society. This picturesque Tyrolean city, banked around by lesser Alps, has been a favorite wintering place for wealthy Americans, a number of whom have purchased villas here and some of whom have become permanent residents. Considerably more than 10,000 guests sought Meran each year, mostly for the beauties of climate and surrounding scenery and the light, softness of the fall and winter season.

The city is said to have been colonized by the Romans as a frontier fortress against the Celts in 183 B. C. In 168 A. D. Marcus Aurelius made it the empire during the Roman era its population reached the 500,000 mark. Attila destroyed the city in 452 A. D. and it never recovered its greatness. Aquilia was great and strong only throughout its Roman history, when, during its prime, it was immediately after the Eternal city itself. Its fortunes as a town of the Roman world, and modern Italy, looking back over the Gulf of Genoa, from the Gulf of the Adriatic, is a rich field for archeologists and antiquarians.

"No Use for Small Change." The United States government could almost do away with coins smaller than a dime so far as the towns of the Northwest are concerned, remarked Col. George W. Drewry of Kentucky at the Fairleigh, according to the Washington Post. Colonel Drewry spent several months in Montana and Idaho and has just returned to a city of "proudest and best of anything a man wants," continued Colonel Drewry. "If you want good work, or if you want a refreshing drink of some kind, it is the same. The bootblacks will consent to shine your shoes a little cheaper than they would elsewhere, or to wash your 'kicks,' and they appear to think that is 'so cheap.'"

now being revived. Until about ten years ago there was a substantial annual export of deal and saw lumber, but about that time the possibilities of the island for pulp and paper-making were emphasized to such an extent that the large enterprises along these lines were established in Newfoundland, with the result that a large number of logs that had previously been exported in an extended scale, as now utilized and manufactured into pulp and paper on the spot. Now, however, the war has brought about new conditions, and the increased price for lumber has stimulated a revival of the exporting trade, the revival of the deal and saw lumber, which hitherto have been exported entirely for the local trade, having decided to go into the export business on an extended scale, as the compensation, if the cargoes are got securely across the water, is very large.

Inspiring Manliness. First find the man in yourself if you are inspired manliness in others.—A. Bronson Alcott.

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The First National Bank ORDER APPOINTING TIME FOR HEARING CLAIMS. State of Michigan. The Probate Court for the County of Oakland. As a session of said Court, held at the Probate Office in the City of Detroit, in and for said County, on the 13th day of October, A. D., 1915, Present, Hon. J. W. ...

Phone 329 Garden Work, Flowering, Grading and Hauling of all kinds promptly attended to. DAVID FLEMING. Putting it Up to Him. A young lady who had accidentally hit the point of her index finger with a chop was coming from church with her finger bandaged. "What's the matter with yer hand, Miss Parrier?" queried an admirer who accompanied her home. "Oh," replied the young lady, "I chopped a wee bit off my forefinger." The young man looked sentimental and blurted out: "Oh, how I wish I had that wee bit!" To which the young lady naively responded: "Would ye no rather have the bit that's left?"