

THE ECCENTRIC

Birmingham, Michigan
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FUTURE TRANSPORTATION

Transportation is one of the most important factors in the growth of any territory. It is necessary that the citizens of any locality be able to go to and from their homes, work, short a space of time as may be compatible with safety. The question of expense is debatable but the necessity for service and speed is not.

Under our present system the nation's work is done mainly in factories and offices, and, in order to live under healthful and sanitary conditions, man must travel a goodly distance to reach his home. The crowding in our big cities is largely due to a lack of direct and swift transportation to outlying districts, sufficient quantity to handle the immense daily traffic.

Whether the public pays five cents or fifty cents per person to ride twenty miles is a matter for the individual community with its peculiar conditions to decide. But whether that same twenty miles should be covered in two hours or less than one hour is hardly a question for discussion, provided the greater speed can be accomplished with safety.

Detroit is growing rapidly. Its transportation facilities are but slightly better than those found in some towns of only half its size. Although neither its traffic nor its housing are as yet badly congested as the term is used in larger cities, there must soon be some action taken to provide better local and suburban service for those who work within its confines. No amount of trolley or bus service on the surface of the ground will accomplish this end. There must be overhead or underground railroads.

The elevated railway idea, for some reason, seems to have found but little favor in this vicinity. In answer to the proposition to build an "L" in Royal Oak the citizens have said "No." Birmingham would no doubt concur in this decision. There seems to be some misinformation extant concerning the "L" as is described, heretofore, as a very unsightly and noisy affair that will reduce the value of property through which it passes. This is erroneous. Probably most of the residents of Pontiac and other towns in this district have never seen an elevated railway. If this is true they may be excused for not wishing to decide too hastily in its favor. But they are foolish to discard the idea without hearing all the facts.

In almost all cases land served by an elevated railroad or similar form of rapid transit has increased in value 50 to 600 per cent or more after inauguration of such service. Taking Chicago as our measure, it is ample, observe that land in the Ravenswood district, ten miles by rail from the loop, could be bought ten years ago for a "song." There were scarcely any buildings. The "L" was built over a flat, barren prairie. Today land is selling at enormous prices, the population has more than tripled and vacant lots are scarce. It is 23 minutes from the loop.

Another example in Chicago is the district around 63rd street, near the lake, which was in 1900 but little more than woods. Today, served by the "L" and suburban steam lines, it is a district of apartment houses and hotels, with theaters, restaurants, ball rooms, and land sells at \$2,800 a foot. It is slightly more than nine miles from the loop by rail, a 27-minute ride, with from two to five-minute service by four or six car trains. This on a 16-cent fare or four rides for 35 cents. And Wilson avenue, that they are beginning to call "The Junior Loop" because of its business activity, is 17 minutes from the loop, nearly seven miles distant. Further north in Evanston, a high class suburb with a population of 29,000, enjoys a 12-mile ride to the loop in 36 minutes. Recently land in this district sold for subdivision purposes at \$15,000 an acre. Much of this business activity is due to the excellent transportation. It is possible to ride from Wilmette on the north to Jackson Park on the south, a distance of twenty-three and one-half miles, in one hour and 20 minutes, making, in all, 40 stops.

The foregoing figures are not taken from the advertising circulars of the "L" company. They include all stops and are from actual records on the service by daily commuters. Like all such figures they may fluctuate slightly. But bearing in mind that the average street railway car in the city covers only one mile in five or six minutes it may readily be seen that

for long distances "L" service is vastly superior.

Now these statements are not meant to be taken as attacks on companies in general, but to show the readers of this paper that a "L" road, rightly conducted, are a valuable asset to the community. Subways would be equally advantageous. But leaving that problem of relative expense which is one over which even wise engineers argue, it is surely more pleasant to ride above ground in the sunlight and fresh air than in a bore underground. It is better at night, too, for the health of the employees of the road, even if it matters not to passengers. Speed and safety are the same in both cases. As to appearance and sound, an "L" road is not more unsightly and scarcely more annoying than a trolley line running on the surface of the ground. In Chicago many of the lines run through alleys in residence sections and are above the streets mainly in business districts where they are by no means a nuisance.

The question of rapid transit is chiefly, we admit, one for Detroit to decide but is also for outlying districts to boost. It is in Detroit that most of the time is spent by the urbanites. If there were an elevated railroad it would be unnecessary for interurbans to stop at all within the city limits. And, too, it is inevitable that the villages near Detroit in the same day become part of the greater city. They, as well, begin to plan with this fact in view. They have no good reason to be antagonistic to elevated railroads. Even if the project carries in Detroit, it will be a number of years, doubt before the road is elevated beyond the city limits. But meanwhile, it will speed up service on the interurbans. Such an arrangement, with improved service in Birmingham, would quadruple our population in ten years, and create our business, and double the value of property. Boost it!

FROM THE ECCENTRIC COLUMNS

Forty-Four Years Ago
There is a man in our town, who, whenever he goes to Detroit or Pontiac, always puts on a red ribbon, so he will not be forgotten.

A Merrill street man slept with his boots on one night, and upon his wife asking him about it, he replied, "I suspected to (sic) kick a fellow 'fore (sic) mornin' an' wanted to be all ready for (sic) him."

The immense iron tubes which have been in the yard near the depot for some time past, and excited so much curiosity, were rolled down the track on Sunday by a gang of men under the supervision of James Little. These tubes are about ten feet long and seven feet across, and weigh about four tons each. They are designed for culverts near James McBride's place a short distance south of the village.

Two hundred laborers of the Chicago dock laborers' Union are on a strike for 25c an hour. They now receive 20c.

Last Friday a company of five, F. Haxel, C. Herman, J. E. Raynal, F. Randall and George H. Mitchell, stated with J. C. Beattie's public black "Marty" to visit Mr. Clemens and see its celebrated mineral springs. (Phew!) its many waters in ten years, and not the least the match game of ball between the Hungry Nine and the Chicago Cubs. The game club. Starting about ten o'clock we shortly entered the great city of St. Louis. Mr. Clemens, about and refreshing the inner man we started for the baseball ground. An alarm of fire was sounded and being in close proximity to the scene of danger we stopped and enjoyed the blaze which proved to be on the roof of the Presbyterian church. Soon the fire department was throwing a heavy stream of water on the blaze which quickly quenched it. Before the arrival of the fire engine, however, ladders were put up to the roof and a club-man who would go up was the only-footed individual who threw a pair of water, and after looking about on the roof without touching the fire. When Grove Park was reached we found the club men ready to play. When the game was finished the score stood 33 to 3 in favor of the Hungry Nine. Our establishment was then driven home, reaching that place which "there is nothing to do about" and well pleased with the day's pleasures.

Twenty-Five Years Ago
Mrs. Elinor Randall and son, Earl, visited at Pontiac last week.

George W. McHenry is now an expert in poison ivy and a judge. A vine near Richardson's, a small shop has been discussed as to what it was, some holding it was poison ivy and others, it was a tree. Richardson, himself, was a negative. George McHenry, happening to be in the neighborhood, he knew from his looks that it was not, and rubbed a leaf or two in his hands. In a few minutes he set out of his eyes and say, boy! it was poison ivy after all.

Royal Oak citizens feared their time had come, last Sunday, when a funnel-shaped cloud gathered over them and appeared to drop and descend, causing terrible commotion. The wind was something terrible. Immense trees were blown down and the sidewalks were blocked so that as soon as the storm abated, people were obliged to turn out and clear them off. Several families thought their homes would go, but fortunately no buildings were blown down.

On Tuesday evening a non-profit form of the Home Forum Benefit Order was instituted in Birmingham with 23 members. The charter yet remains open and a large increase in membership is expected.

The Maple avenue electric bell railroad alarm signal is now working beautifully under the direction of Mr. Sanford who has been here attending to it.

PRESS PICKINGS

To make certain that everyone driving on Woodward avenue and Southfield roads, near the Berkley is located the Olive Leaf Lodge Booster Club has ordered two metal signs to be placed at Woodward avenue and Southfield road on the Twelve-mile road.

The establishment of a community park and playground on the Twelve-mile road, near the corner where the Olive Leaf Carnival is being held is a possibility according to a report from the committee which is in charge of the carnival. John A. Wendorph, superintendent of the park and cemetery, gave the report. Permission to use the land for five years if they keep it attractive.

Woodward avenue from the Six to the Seven-mile roads has been opened to traffic, the 24-foot pavement east of the car tracks having been completed. Work is progressing rapidly on the paving from Seven to the Eight-mile roads and it practically certain that the east half of the road will be completed in time for the State Fair.

The 1922 school census for Royal Oak township, which includes all children between the ages of 5 and 18, shows a gain of 137 over 1921, according to a report made by Township Clerk M. S. Oggood. The census shows 8,229 in the entire township in 1921 and 8,366 in 1922.

Twenty-five citizens of Northville have entered into contract with the Community Chautauqua next season. Northville will have a three-day and night Chautauqua next season.

ROYAL OAK DECORATES FOR I. O. O. F. CARNIVAL

Royal Oak is being gaily decorated with American flags and bunting of the national colors for the carnival to be given August 29 and 30 and September 1 and 2 in City Hall park, Main and Second streets.

Several of the foremost vaudeville acts engaged by the better class circuits of America have been booked to appear at the Friz Brothers, Europe's greatest comedy acts, and hand-to-hand balancing act, the Servey Sisters, two pretty ladies that the carnival committee guarantee will please in strictly high-class singing and musical numbers, the Weber Twins, world's champion mosquito weight boxers, who will box four fast, furious rounds; Jim Bell, America's eminent monologist, vocalist and humorist, who will keep the audience in side-splitting laughter with his repertoire of funny songs and stories.

All these attractions will be free and given in the open air. The committee in charge is now attempting to select some more acts of caliber equally as high to augment the program already arranged.

Numerous prizes will be given away at the carnival and a collection of these, contributed by the local business ladies, are being displayed in the First State Bank building.

Mrs. A. D. Jardine of Gray Court, entertained at luncheon Tuesday in honor of Miss Betty Schindler of Indianapolis, the guest of the hour. Mrs. Stribling of Danies street.

Most complete line of Bathing Caps in Birmingham at Cobb's Drug Store, advt 10

DURAND CIGARS, very mild, adv

Stanley C. Rogers
Republican Candidate for Register of Deeds

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STATE PREPARES TO WARD OFF DIPHTHERIA

With the opening of schools about two weeks distant the state health department is preparing to ward off diphtheria by the Michigan Department of Health is increasing materially the number of children immunized against diphtheria when classes reach the beginning of the school year. Health is increasing materially every school child immunized against diphtheria when classes reach the beginning of the school year. Health is increasing materially every school child immunized against diphtheria when classes reach the beginning of the school year.

The health department recently recommended immunization of all school children, pre-school children and babies over one year without admitting the Schick test. It was held that the Schick test was valuable and a good test to determine a person's immunity but that inoculation without the test was a quicker and surer process.

Fox-antitoxin is used as a prophylaxis against diphtheria, its completion taking some time to complete immunization against the disease, but when completed rendering permanent immunity. Antitoxin is administered to persons who have been diagnosed as having diphtheria or to persons who have come in actual contact with a diphtheria patient. Antitoxin renders immediate immunity but for a short time its action is temporary.

"Much of the prevalence of diphtheria is due to negligence," says Dr. R. M. Olin, state health commissioner. "Under no circumstances should a child be permitted to go near a case of diphtheria. Besides being much more susceptible to the disease than adults, children are in greater danger of death from it than are grown persons who may contract it. Mild cases in adults may cause fatal cases in children. Have the children immunized before the school bell calls thousands of them together two weeks hence," says Dr. Olin.

PERSONAL

Miss Florence Wendorph of North Woodward avenue, is on the sick list this week.

George Anderson of Ridgedale avenue, is confined to his home with an attack of pneumonia.

Rev. and Mrs. David Curry have returned to Birmingham from a vacation at Davidson Lake.

Michigan State Fair Finance Committee—left to right, Jacob DeGus, Alicia; Edward N. Hines, Detroit, chairman, and Andrew J. Crawford, Detroit.

The finance committee is held as one of the important divisions of the Michigan State Fair organization, says G. W. Dickinson, secretary manager of the exposition.

Edward N. Hines, chairman of the Wayne County Good Roads association, who for a number of years, has directed the automobile department of the Michigan State Fair, is chairman of the finance committee. Mr. Hines was appointed to the fair board of managers for four years by Governor Greenock in 1912.

With Mr. Hines on this committee are two able business men, A. J. Crawford, of Detroit, and Jacob DeGus, of Alicia. Mr. Crawford, head

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Word has been received of the death of W. Merritt Randall, former resident of Birmingham, after an illness of eight months. He died in Los Angeles, Cal. He is an uncle of Louis Randall of Birmingham.

Carl Randall of Martin street, returned to Birmingham this week from a vacation at Houghton Lake. His parents will return a little later.

Mr. and Mrs. Charles McCarthy and family of Merrill street, left Sunday for Maceday Lake, where they will spend two weeks.

Mr. and Mrs. Charles catchelder of Greenwood avenue, and Mr. and Mrs. A. B. D. Van Zandt of Dewey street, are on a vacation at the Lakeshore Hotel, Houghton Lake, Mich.

Mrs. George Brooks and son, Ralph, of Mayfield, Ky., are visiting in the home of Mr. and Mrs. O. S. Wagner of Oakland avenue. Mrs. Brooks is a sister of Mrs. Wagner.

Paul Averill of Cleveland, Ohio is spending two weeks with his brother, George R. Averill, of Poppleton avenue.

William Ketcham of Grand Rapids is a guest this week in the home of Mr. and Mrs. James Cobb of Oakland avenue.

Stanley Marsden of Flint, is visiting this week at the home of Mr. and Mrs. A. B. D. Van Zandt of Dewey street.

Miss Mary Katherine Reardon of Detroit, spent the week-end with Miss Irene Carey at Wing Lake.

OSTEOPATHIC PHYSICIAN
Dr. Mabel Campbell, Levenson Bldg. Street, 105 Office hours: 9-12, 1-5 Other hours by appointment. 3214

DETOIT UNITED LINES BIRMINGHAM TIME TABLE
In Effect June 8, 1922 (Eastern Standard Time)

Southbound Limited—(except Sunday)
6:18 a.m.
Southbound Local—4:50 a.m., 5:20 a.m., 5:51 a.m., 6:45 a.m., 7:28 a.m., 8:16 a.m., and every 15 minutes to 6:01 p.m., and every 20 minutes 6:01 p.m., 11:13 p.m., 11:21 p.m.
Pontiac to Birmingham only—11:30 a.m., 11:50 p.m., 12:10 a.m., 12:30 a.m. and 12:50 a.m.

Northbound Local—6:59 a.m., 6:22 a.m., 6:50 a.m., 7:07 a.m., and every twenty minutes to 2:07 p.m., then every 15 minutes to 2:50 p.m., 3:07 p.m., 3:24 p.m., 3:41 p.m., 3:58 p.m., 4:15 p.m., 4:32 p.m., 4:49 p.m., and every 20 minutes to 11:13 p.m., 11:21 p.m.

FLINT DIVISION
Chicago at Royal Oak for Rochester, Oxford, Flint, Romeo and Inlay City. Through care for Flint, Saginaw, Bay City at 7:10 a.m. and 11:15 a.m.

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THE LARGEST BANK IN OAKLAND COUNTY

The next Eastern Star porch party will be held at the home of Mrs. Frances Higbee on Pierce street, Wednesday, Aug. 23.

The girls from the Birmingham office of the Detroit Edison Co. will enjoy the week-end at the Edson farm, known as the Vienne farm.

Miss Martha Kurth of West Maple

DURAND CIGARS, very mild, adv

Village Taxes NOW DUE
Taxpayers in the Village of Birmingham are notified that the annual Village tax will be due on and after July 15, 1922.
From July 15 to August 15 there will be no penalty attached; from August 15 to September 15 a penalty of one (1) per cent will be charged; after September 15 four (4) per cent penalty will be charged.
Taxes must be paid to me at my office in the Village Hall. No money accepted after banking hours.
CHARLES PLUMSTEAD,
Village Treasurer.

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