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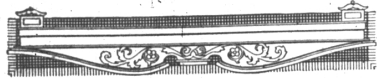
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VILLAGE TAXES DUE

Since July 15, 1924

NOTICE is hereby given that Village Taxes for the fiscal year 1924 have been due and payable at the office of the Village Treasurer since July 15, 1924.

Payable without penalty up to and including August 15, 1924.

One per cent penalty from August 16 to September 15, 1924, inclusive. Four per cent penalty from September 16 to October 31, 1924, inclusive. No taxes accepted by Village Treasurer after October 31, 1924, as the tax roll will be in the hands of the County Treasurer at Pontiac for collection. All taxes unpaid after October 31, 1924, will bear the four per cent penalty plus three-quarters of one per cent for each additional month or fraction thereof.

Charles E. Plumstead

Treasurer, Village of Birmingham.

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"Birmingham's Growth Still In Its Infancy", Declares Coryell

Local Man Cites Factors Which Enter Into Desirability Of Home - Building in Bloomfield Township

Editor's Note:—We recently asked Ralph J. Coryell of West Maple avenue, to write an article on the growth—past and present—of Birmingham and Bloomfield Township. Mr. Coryell, with his father, R. J. Coryell, have long been residents of this locality.

By Ralph J. Coryell. The development of any locality is so gradual as to escape attention of many of its inhabitants. Although the areas immediately surrounding Detroit have developed in the actual transitional change may be readily understood by one of the very few people who have lived therein and should have experienced the changes.

In the respect Birmingham and Bloomfield are no exceptions. While the actual increase of population is not as great as certain other localities situated at the gates of Detroit the rate and manner of the growth and development are worthy of notice.

About twenty years ago Birmingham was a peaceful village of approximately 1500 inhabitants. Automobiles were few in number and the gravelled streets served the traffic for the vehicular traffic. The hitching posts on Woodward and Maple were of various patterns and ages but were all given liberal patronage. The various stores depended largely on the patronage of the farmers, undoubtedly to the degree that both residential and business were based on the village and prevailed at about the same figure as would obtain in any similar country village of the state. The same was true of the farm lands lying outside the village. If the farm produced more than it demanded a premium over and above the standard price, but if the farm was not well stocked it was thought that no one could ever use it and keep out of the poorhouse. Several farm owners thought they were putting over a shrewd deal when they sold their farms north of Birmingham for approximately \$100 per acre.

At that time the possibility of a wider Woodward Avenue was not even dreamed of. The various toll gates between Birmingham and Detroit were doing a fair business. The D. U. R. gave the people 55 minute service from the Detroit City Hall at the franchise price of 15 cents. However, although "time ditches" between Detroit and Birmingham was considerably less than at the present time it was thought a home for Birmingham was not accessible a home for the average Detroit business man. Nevertheless, the growth of Birmingham and the immediate locality was hastened by a number of different factors. (1) There was the increasing use of the automobile which commenced to be felt in 1910. More than any other factor the use of the automobile has shortened the distance between Birmingham and Detroit in the opinion of the writer. People now determine their distance in terms of miles and not in terms of things being equal, they choose the most desirable home sites within a fairly wide radius.

(2) Another factor which hastened the growth of Birmingham was the tremendous growth of Detroit, both numerically and industrially. It is a well known truism of real estate that a sudden increase in population will cause development out along the principal thoroughfares leading out of the city. Inasmuch as Woodward Avenue has always been and is still the principal highway leading out of Detroit it was only natural that some of the "spilling over" process should take place in this direction.

(3) The paving of Woodward Avenue in 1915 and 1916 opened up the Birmingham and Bloomfield area to the Detroit motorists and the traffic has increased by leaps and bounds. At the present time it is claimed that this road is one of the most travelled roads of its length in the country. It carries for instance a traffic of over 1000 machines per hour on Woodward with about 10 or 20 per hour on some of the western stretches of the Lincoln Highway.

(4) The natural surroundings have attracted many people to this locality. Although the rise in elevation continues all the way out of Detroit the first hills are encountered in the vicinity of Birmingham. The presence of hills indicates summer breezes and absence from the dampness of the low lake and river localities.

(5) The natural surroundings have been taken advantage of by the home builders and Birmingham is blessed with as attractive an assortment of homes as can be found anywhere in as small a town. Beautiful homes attract prospective home builders. While Birmingham does not hold a monopoly of beautiful homes it has been found that attractive natural surroundings augmented by trees and home surroundings will bring new homes and it is the opinion of the writer that this is very long ago, that there was a large supply of land outdoors and that one could pick up a piece of property whenever he pleased. They have been acquired by people who wish to make them their homes.

This growth and development has taken place from Detroit along Woodward Avenue and outward towards Pontiac. The secondary growth has spread from Woodward Avenue towards the east and towards the west. This growth has not been uniform, but selective. The present time the growth seems to be a "filling in process" and all the areas which have been looked over or neglected in the past are now or will soon be populated and built upon. As would be the case with this growth of population the land has increased greatly in value. As one prominent realtor stated in Bloomfield, property near Woodward will soon be sold on the frontage basis rather than on the area. While there is much land within the thirty mile circle from Detroit there is comparatively little which combines the topographical contour and accessibility of this section. That this fact is being appreciated by many buyers of real estate is shown by the action of numerous Detroiters who are buying low cost sites for the homes which they expect to build five years hence.

The past growth of this locality is not as interesting to some people as will be the prospective growth in the near future. It is more interesting in the factors which will increase the size or desirability of the locality and may serve to link it closer with Detroit. The widening of Woodward will open up the "blue neck" and allow a far greater stream of vehicles than ever before. Bus service will probably be more complete and efficient. Rapid transit will undoubtedly be worked out in a comparatively short time. Metropolitan Water Area will insure a sufficiency of water if carried out according to the preliminary program. Further industrial development of Detroit will insure a practically unlimited population upon which draw for our future residents. The Port of Detroit, although not of the immediate present, is bound to be worked out and the importance of Detroit as an exporting center must increase. Last year it is estimated that Birmingham lies midway between two great converging centers of population, Detroit and Pontiac, and with its natural living advantages it is already drawing upon them for citizens. Truly, the growth of this locality is in its infancy.

Local Student To Gather Papers For Antioch College

Reporter On Eccentric Seeks To Raise \$100.00 To Build Dormitory

By Phyllis E. Myhrs. Evergreen heart nominal of Antioch College—the new Antioch in Yellow Springs, Ohio. It was begun under the new name by Phyllis E. Morgan, who became its president a little more than two years ago. Mr. Morgan is sometimes called "the practical idealist," conceived the idea that a young man or woman needed, besides a college education, practical experience at the same time, and attempted to educate Antioch students in this line.

The plan was successful and, at present, Antioch students are working under the cooperative plan, which is briefly this: The school is divided into periods of five weeks. The student body is made up of two divisions, "A" and "B," alternating in attendance. Division A goes to school for five weeks. The following five weeks they spend in the job while "B" division studies. The third five weeks, of course, "A" division returns to college, and so on through to June.

In spite of the fact that the school year is thus broken up, the change from academic to industrial work seems to stimulate the student. He is actually engaged in it when he graduates from Antioch. The work is done during working periods as a reporter for the Birmingham Eccentric. When asked to give his own experience. In other words, he is not only going to college but himself for his life's work, but is actually engaged in it when he graduates from Antioch. The work is done during working periods as a reporter for the Birmingham Eccentric. When asked to give his own experience. In other words, he is not only going to college but himself for his life's work, but is actually engaged in it when he graduates from Antioch.

The students there are as citizens; they conduct a student government which necessarily means added freedom and responsibility. They acquire self reliance by coping with new problems every day. A big problem at Antioch just now is that of financing a new men's dormitory. The Horace Mann House which was used to house several professors as well as students, was destroyed by fire early last spring. Since Antioch is not an endowed institution, this presented a knotty problem to President Morgan.

In a short time, however, a group of upper class men and women organized the Antioch Friends Association and launched a student fund campaign. Everyone connected with Antioch pledged themselves to help raise the deficit in next year's operating budget which amounts to which draw for our future residents. The Port of Detroit, although not of the immediate present, is bound to be worked out and the importance of Detroit as an exporting center must increase. Last year it is estimated that Birmingham lies midway between two great converging centers of population, Detroit and Pontiac, and with its natural living advantages it is already drawing upon them for citizens. Truly, the growth of this locality is in its infancy.

Latham Wins Barn-Yard Golf Contest

Charles Latham, well known barnyard golfer, was the winner in the final of the three-day Barn-Yard Shoe tournament, which ended late last Thursday. Latham was matched against William Brown, also recognized for his "ringing" ability. Final scores follow: Preliminary game, Latham 22, Brown 19; deciding game, Latham 21, Brown 18.

The tournament was noteworthy inasmuch as it was the first of its sort ever held here. Carpenter Hewitt, originator and promoter of the contest, personally supervised the laying out of the course on the lawn of his home on Oakland avenue. Local horse-shoe celebrities were notified of the contest several days previous and invited to participate. A fee of fifty cents, to be returned upon the return and purchase of two prizes for the winners, was charged to each participant.

Among those who entered were Cromie, Thompson, G. Schorr, Hewitt, Leitch, Whitson, Mann, Spurr, Harper, Cox, Townsend, Garth, Brown, Bell, Guthrie, Binion, Ladd, Palmer and Wadsworth. In the semi-finals, Brown won from Cox with scores of 21 against 9 and 21 against 21. Latham beat Brown 21 to 10 and 21 to 7.

As winner of the final, Latham received a splendid slipper sweater; the second prize, a complete set of new horse-shoes, went to Brown, the runner-up.

Long Body Truck Hits Touring Car

Another instance of the danger to motorists from the driving of long body trucks on Woodward avenue came to light Tuesday afternoon when a new touring car, driven by Jim Dimitroff, of Pontiac, was struck by the rear of the big body truck at Parker's Corners. Dimitroff's car was nearly wrecked, and he sustained a severe cut in the face from a broken windshield.

With Dimitroff were Theodore Nyanoff and Sam Martoff, also of Pontiac, uninjured from the collision. H. Coleman was driving the truck. According to Dimitroff he was driving south when the approaching truck swerved over from the west side of the road, but not in time for enough clearance to allow passage. Dimitroff's car struck the rear wheel of the truck, and was turned completely around. Traffic was held up for 15 minutes.

R. J. CORVELL APPOINTED ON "ALLEN CLUB" HERE At the meeting of the "Allen for Oakland County Road Commissioner Club" held Wednesday night in the office of Justice of the Peace E. S. Buck, R. J. Coryell, of West Maple avenue, was appointed chairman of an election committee. Mr. Coryell's job will be to apportion Bloomfield Township into districts, allotting one district to each of his committee, to the end that every voter casts a ballot at the primary, September 5. Another meeting of the club will be held at the same place next Wednesday evening at 8 o'clock. The public is invited to attend.

NORMAL TIMES MEANS NORMAL PRICES

The Following Prices Are Now In Effect—
Men's Suits Cleaned and Pressed - \$1.50
Pressed - 50c
Ladies' Suits Cleaned and Pressed - \$1.50
Pleated Skirts Cleaned and Pressed - \$2.00
Dresses Cleaned and Pressed - \$1.50 up

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STEP LIVELY. Values like these cannot last. One pair, possibly two or three will be bought by many. Most styles are up to date, timely and attractive—fine leathers, pleasing patterns and every way well made. Several well known shoe manufacturers' products are included in this sale. Come early—our stock is broken and must be cleared to make room for Fall business. These values merit your interest, confidence and trade.



Women's & Children's Oxfords and Slippers included in this sale.

Williams Boot Shop

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