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Governor Groesbeck Has Found A Way Out

For many long years the Grand Trunk Railway has been paying the State of Michigan \$25,000 a year in taxes on the D. G. H. & M. division, when the amount should have been running between \$200,000 and \$300,000 annually. Various attempts have been unsuccessfully made to collect from the Canadian corporation taxes on a basis of a just assessment. Due to an unwise grant made by the Legislature in an early day, officials of the road have insisted that they were obliged to pay but one per cent of capital stock, paid in, of \$2,500,000.

It has been impossible to force the railway either by legislative or judicial action to recognize an assessment based on actual investment of a current inventory.

Happily there is a clause in the charter granted to the road whereby the State may take over the property belonging to this division on the payment of approximately \$15,000,000.

It is understood that Governor Groesbeck has been negotiating with various railway managements and is already in a position to dispose of the road to one of the big trunk lines, for a higher sum than the amount which the State would be obliged to pay.

The whole problem is one of commanding interest to the people of this section of Michigan. Already the widening of the big boulevard between Pontiac and Detroit brings the State into direct conflict with the Grand Trunk officials. A new right-of-way for a portion of the roadbed is necessary to the success of this undertaking. Various plans have been considered, but it has remained for the Governor and certain public-spirited citizens of Pontiac to take the action to evolve a legal procedure whereby the Canadian Government would take over the picture altogether and in its place would appear an American organization interested in the success of American institutions and sympathetic with American aspirations.

It is more than likely that any American owned railroad would years ago have been operating at least four tracks between this city and Detroit. It would have provided fast trains leaving each terminal every twenty or thirty minutes. In all probability modern passenger stations would have been constructed in the two cities and in the towns between. The situation is comparable with the various cities near New York where the service has been rapid and adequate for years.

But the Canadian Government has not lost any sleep over the problems incident to rapid transit in Eastern Michigan and it is not likely to do so. It is not probable that any legislation will develop to the resolution which will be introduced in the Legislature as the first step as a program looking to the purchase of the D. G. H. & M. and its subsequent transfer at a profit to one of the important trunk lines.

Pontiac would have everything to gain and nothing to lose by such a program.

Better railroad facilities are essential to the comfortable growth of the city. Various plans have been under consideration. We shall not always remain content with one steam road unless a vastly different attitude is assumed by the management of that road toward our business. An alert management and one concerned with our extensive expansion here would make it desirable and advantageous for Pontiac business interests to cooperate with one road.

ALBION COLLEGE GLEE CLUB HERE SATURDAY

PROF. G. CALVIN RINGENBERG
Director of the Albion College Glee Club

A small but appreciative audience greeted the Albion College Glee Club at the First Methodist church here Saturday evening. Under the direction of Prof. G. Calvin Ringenberg, head of the Albion Conservatory of music, the 27 college songsters entered superior talent and training in the four groups of ensemble numbers they presented.

Hits were also scored by George Alfred Palmer, impersonator of Harry Houdini, in a costume which was a surprise in itself. The quartet was also popular with its several numbers. The evening's entertainment closed with the rendition of "Melody in F" during the intermission. Lela W. DeVinney, one of Albion's varsity debaters, gave a seven minute vocal picture of life on the Methodist campus.

Professor Ringenberg, who for several years has done honor to his Glee Club at Jamestown College, will this year present his Albion program at the Michigan State Glee Club tournament to be held in Kalamazoo next month.

The Albionites appeared four times in Oakland county this trip, giving concerts to crowded houses in Royal Oak, Oxford and Pontiac.

Makes for Disappointment
If we hope for things of which we have not thoroughly considered the value, our disappointment will be greater than our pleasure in the fruition of them.

Stray Bit of Wisdom
I once met a man who had forgotten an injury. I hope some day to meet the man who has forgiven an insult.—Charles Burton.

Something to Count On
Cheer up! If you don't get what you go after, you are sure to get what's coming to you.—Boston Transcript.

Folks! The Easter Rabbit

Has paid our store an early visit and says you ought to see what many tasty surprises in

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New Names Given To Old Township Roads

Working in conjunction with W. S. McAlpine, recently appointed official surveyor for Bloomfield township, supervisor Robert V. Moore announces that numerous roads in the township have been given new names. This was done to eliminate much confusion which is attendant since extensions of old roads have been given different names.

What was the old Redford road is now the LaSalle road. Hickory Grove road has now the name of its original length, instead of being Ball Line road and Kensington road for part of the distance. Adams road will now be called Dodge road at north end. Eastways drive and Vaughn road were given to angular subdivisions between main roads. Wing Lake road will be the official name of one of the roads which were before called Franklin road and will not continue beyond the jog at the Qupton road the streets beyond which was formerly called Branklin road, being directly in line with Telegraph road. It would connect with the extension of Telegraph road which is contemplated.

New names of many of the main roads are ordered and will be placed at each intersection, two signs to be placed at each crossing.

THE GREEN HAT AT GARRICK THEATRE FOR A SECOND WEEK

The thousands of admirers of the literary style of Michael Arlen and the thousands of sceptics that doubted his ability to turn out an interesting play from his sensational novel, "The Green Hat," are all now convinced.

Last Saturday night at the Garrick the world's premiere performance of "The Green Hat" was given under the auspices of A. H. Woods, directed by Guthrie McClintic, and played by a brilliant cast, including Katharine Cornell, Ann Harding, Charles Hayward, Paul Guilfoyle, Gordon Ash, J. Kaye, Eugene Powers and others.

Mr. Arlen basely twenty-eight but has five books to his credit. "The Green Hat" leading in all sales, not only in England, his native country, but in America. Mr. Arlen is being hailed as the literary giant of the age; his knowledge of the human qualities of men mortals that inhabit the earth being almost uncanny; and his word pictures of those qualities being of incandescent transparency.

"The Green Hat" is an intricate story; many of those that gathered at the Garrick for the premiere came as doubters of the ability of Mr. Arlen to transfer his characters from the pages of his fascinating book to the flesh and blood of the stage. The first few moments found them leaning in favor of Mr. Arlen, the final curtain found them clamoring for a sight of this genius. He takes the heart of the story, Napier Hazard, and moves them about on the stage, putting words into their mouths, giving them real things to say, in such a manner that it bet adds lustre to his finished book product. "The Green Hat" is a play in every sense of the word—clever, scintillating dialogue, characters that live! situations that hold solid interest, and, directed by a company of players that has had few equals on a Detroit stage.

If you do not give a visit to "The Green Hat" you will miss an hour of conversation that promises to hold interest for many a day to come. This play is brought to your very door and the Garrick management, owing to the demand for seats, has made arrangements for a second week, beginning next Sunday.

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Ban "Fat Lady"
"Fat ladies" will be banned from future Oxford fairs, municipal authorities have decided. Corpulent women seated on a stage before scores of gazing eyes conciliate "the most vulgar sort of show," a civic committee decided after visiting a recent fair.

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