

Going Out of Business Wall Paper Sale

Beginning Saturday, August 8th

Due to ill health we are putting our entire stock of

Wall Paper, Paints and Varnishes

on the market at greatly reduced prices

Wall Paper goes at 50% Discount

Paints and Varnishes at Cost

This is not the usual Wall Paper sale of remnants but GOOD, CLEAN, NEW STOCK, a large part of which has never been displayed.

Buy now for your Fall and Spring Decorating. It will save you money.

The Wall Paper Studio

Next to I. O. O. F. Temple H. A. SEAGER, Prop.

Eco City News

Guests at Luncheon
At her home on Clawson Road, Mrs. B. J. Beebe entertained seven guests at luncheon last Thursday noon. The guests included on the list were, Mrs. Frank Trew, Mrs. E. Winslow, Mrs. Harvey Muselman, Mrs. Lester Allen, Mrs. Myers Converse, Mrs. Charles Mason and Mrs. C. H. Campbell.

Enjoyed Home Dance
Twenty friends from Eco City surprised Mr. and Mrs. James Johnson of Davis avenue last Wednesday evening with a party at their home. The evening was spent with dancing to music furnished by the Seale Brothers. Following the dance a light lunch was served to the guests.

Returns From Ann Arbor
With her sister, Miss Bernice Allen, Mrs. James Gordon of Davis avenue, returned home on Sunday, after a few days vacation spent at Ann Arbor.

Goes to Sutton's Bay
Mrs. Harvey Muselman of Bird avenue left Saturday night for Sutton's Bay where she will be the guest of her mother, Mrs. G. Gilness, for three weeks. Mr. Muselman expects to join her later to bring her back by motor.

Miss Adeline Neu of Smith avenue has been spending this week at Romeo as the guest of Miss L. Benning.

Mr. and Mrs. A. E. Shumard, Bird avenue, left Friday for a two weeks' visit in Chicago.

Mr. and Mrs. George Carzer and their children of Smith avenue, spent

last week-end at Flat Rock with Mrs. Carzer's parents, Mr. and Mrs. L. G. Lobdell.

Miss Josephine Baker of Smith avenue, is at home again after spending six weeks at Crystal Lake at the cottage of Mr. and Mrs. William F. Peternell of Smith avenue.

Mr. and Mrs. J. C. Renwick of Bennaville avenue had as her guests over Sunday, Mr. and Mrs. Edward Davis of New Hudson.

Miss Esther Wingate of Smith avenue returned to her home Sunday evening after spending a few days with Mrs. Martin Moore of Detroit.

After a two weeks' visit with relatives, Mrs. L. C. Hamilton of Davis avenue returned this week from St. Thomas, Ontario.

For their guests during the past week Mr. and Mrs. E. H. Henry of Bennaville avenue have been entertaining Mr. and Mrs. A. C. Wages of Cass City.

Mr. and Mrs. James Filby and their son, Clifford, of Emmons avenue motored to Chatham, Ontario, where they spent a part of last week with relatives.

Mr. and Mrs. R. A. Miller moved this week from Bennaville avenue to their new home on Lincoln avenue, Birmingham.

Mr. and Mrs. Charles Beers of Smith avenue departed Saturday for a two weeks' vacation with relatives at Muskegon and Shelby. The trip will be made by motor.

As their guests over Sunday, Mr. and Mrs. William Barber of Emmons avenue entertained Mrs. Barber's brother, N. Asa Adgus, of Minneapolis, Minnesota.

Brick By Brick, Book By Book, Local Public Library Had Humble Origin

By Louise Hastings

The Baldwin Public Library was actually purchased brick by brick and book by book. Chairs, too, were added in much the same manner; citizens of the village donated one, three or more chairs. Names of those who gave brick and who helped to buy the chairs are preserved in two quaint old scrap books, compiled by Miss Baldwin and Daisy M. Durgram, and bits of ribbon tell the story of the struggle for the present library building.

The first actual move toward a library was in 1869 when the famous Lytle Society was formed. A year or so later the Lytle Society was organizing women of the village who were interested in reading clubs, this was the first concentrated effort.

About this time the old Good Templars lodge was sold and the proceeds, amounting to about \$2.50, were distributed. Nineteen of these members decided to invest their shares in a library fund. With the \$49.47 realized, a total of 48 books were purchased.

The problem of housing the library soon became a vital question. For some time Mrs. Edwin Baldwin, the mother of Miss Baldwin, kept the books in her Maple avenue home. Mrs. John Baldwin afterward had the volumes shelved in her home.

Library Hall days followed this period. The present Town Hall located on the corner of Bates and Merrill streets was originally the First Methodist church. "This building," writes Mrs. Edwin Baldwin, "was fixed, turned and added to, until it became Library Hall. Many of us remember how we washed paint, scrubbed floors, made rag carpet, in those days and steadily increased the books on our shelves."

"We gave parties, socials, fairs, minstrels, plays, baby shows, lawn parties and everything we ever heard of. The money we raised in our efforts and wide all over our country came back thoughts of the good old times at the Baldwin Public Library. They may dance to finer music, and see their actors than those who had our boards, but no better times will come to them than in those old days."

The "good old days" passed. Library Hall was sold to the township in 1885. The Lytle Society, however, the women moved their library, then numbering around a "dozen" volumes into a back room of the hall, on which they had a five years' lease. By the sale of the building to the township the Lytle Society had previously been raised toward the purchase of Woodward and Maple avenue. About two hundred dollars had previously been raised toward the purchase of Woodward and Maple avenue. This amount was collected in a variety of ways. Many residences since grown to manhood and womanhood, recall all children talking part in these numerous enterprises. Names now prominent in civic and educational affairs appear on old programs of the Lytle Society.

It was at this period that the catalogue of books was introduced. It was so neatly enough to the users of the library as to warrant a story in The Eccentric columns.

The room into which the library was moved is described in detail by the editors of The Eccentric. "The room contained not only the books but a desk, a chair, a table, a stove, a piano, a chandelier, lamps, etc., yet they were so plucky as to receive their friends and hope to see them at the regular Friday evening meetings."

While the Lytle Society was "waiting for something to turn up" toward the erection of a new building, they busied themselves with the clearing of the corner lot. Trees were set out around the site of the present building, new hitching posts were erected, the entire lot was cleared of rubbish, old bricks and stones were piled up on the main street, and a man was engaged to pick up and burn all the rubbish and repair the sidewalks.

Following came the exciting times when argument waxed hot over the erection of the present building. But in itself, however, in 1893 the question was decided and the building was erected.

(Continued Next Week)



PACKARD ANNOUNCES —

Packard announces that already more than 15,000 new Packard owners have found in their cars the most notable improvements since the introduction of the electric starter.

These improvements are (1) the chassis lubricator, (2) the motor oil rectifier. Together they double the life of Packard cars.

The Chassis Lubricator
With the exception of six points that must be oiled by hand once every 10,000 miles, the chassis points requiring regular attention, 45 in all, may be oiled in less time than it takes to sound the horn.

The pull of a plunger, a second of time, and every part is bathed in oil.

How much would your car be worth today if it had no electric starter? How much will your car be worth two, three or four years from today if it has no chassis lubricator and motor oil rectifier?

These improvements, found together only in Packard cars, are among the most important ever made in motor car design.

While the electric starter increased the sale of cars—the chassis lubricator and the motor oil rectifier double the life of cars—cutting depreciation in half and making the Packard the most economical car in its class to own, to operate and to maintain.

The Motor Oil Rectifier
The motor oil needs to be changed but once in every 2500 miles. The lubricating qualities are preserved through a complete and automatic purification once every hour while the motor is running.

The result—longer life of parts, lower costs for oil, and quietness of operation.

First by ten years or more to protect the interests of owners through retaining standardized appearance and in offering no yearly models, Packard is now first to make it easily possible for owners to get out of their cars the long and desirable mileage life built into them.

Evans - Jackson Motor Co.
119 South Woodward Ave.
PHONE 301 Birmingham, Mich.

PACKARD

ASK THE MAN WHO OWNS ONE

Packard Engineer Outlines Plan To Regulate Traffic

Traffic can be speeded up and yet made more safe by—

1. Forming automobiles in trains not longer than a block, with each car about its own length from the car ahead.
2. Limiting the speed of motor cars to a rate calculated precisely so that no train will need to stop at street crossings to await the turning of the signal in its favor.
3. Timing crossing signals to the needs of traffic on main and cross streets, so as to speed up or slow up trains of automobiles either way.
4. Spacing the trains sufficiently apart to permit crossing trains to get by before the next arrives.

By this method, it is argued, traffic can be speeded up about 25 per cent, accidents could be reduced considerably and congestion almost entirely obviated.

This is the plan offered to city authorities by Capt. L. M. Woolson, research engineer of the Packard Motor Car Co. In devising it, Woolson went to the utmost details in calculating the average speed of motor vehicles through downtown areas and the number of cars permitted to trains to the limits of safety.

Before publishing his scheme, Woolson went to the trouble of trying it out in Detroit and Chicago, under the existing systems of signaling. By guessing the time at which the signals changed, a driver was able so to time his car as to drive along the thoroughfare without once stopping for a signal.

The signaling system could be automatic and could be changed in advance during the day, in accordance with the amount of traffic on the streets. Main street signals could also be lengthened in comparison with cross street signals, and the lengths of trains arranged accordingly.

The system is elastic enough to account for varying sizes of blocks with the varying times of signals.

The advantages Woolson claims for his system are:

1. It will increase the capacity of a street by 20 per cent.
2. It will speed up traffic.
3. Pedestrians will be safe crossing streets between trains.
4. Speeding will be automatically eliminated, since cars will be restricted to trains.
5. Moving at a constant slow speed, rather than starting and stopping, is an economical advantage.
6. Fumes from idling motors, while waiting for signals, will be avoided.

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