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Ford Shatters All Production Records

The Ford Motor Company is again setting new production records in orders to meet increasing sales demands coming from all sections of the country.

Tuesday, April 28, all previous records for daily output were broken when the Ford domestic assembly turned out a total of 7,694 cars and trucks, setting up for the third time within a week a new production mark.

The record of 7,582 cars and trucks which had stood since April 9, 1924, was broken on April 22 when production reached 7,503. Another high mark was set last Friday, April 24, when the day's production reached 7,547 and this stood until the new figure was attained Tuesday.

NOTICE OF HEARING

Notice is hereby given of a meeting to be held in the Village Clerk's Office, Monday, May 18, 1925, at 8 o'clock P. M. for the purpose of hearing objections and suggestions to change the name of Argus Street between Bates and Southfield, to Frank Street making it Frank Street from Woodward to Southfield.

HAZEL E. LAWLER,
Village Clerk.
3-4

Always telephone your "Classified Ad" to the Eccentric before Wednesday night of each week. Our number are 11 and 12. adv.28tf.

Studebaker Spans New National Highway

Another new national highway has been opened, spanning the United States from the Great Lakes to the Gulf—the Magnolia route.

Direct, and in an almost straight line, this new great motor route will offer an opportunity for motor car time schedules only a little slower than the fast Dixie trains out of Chicago, and will run through some of the fairest part of the nation.

Forty hours was consumed in a non-stop run by which Arthur W. Lang, a Gulfport, Miss., business man interested in "Seeing America First," officially opened the route, carrying with him, between his home town and Chicago, Col. William B. Royster, promoter of the route, and Donald de Metz, relief driver, in a Studebaker Special six car.

The total speedometer distance is 1,056 miles, and the new route is sponsored by chambers of commerce in all cities along its way.

Indiana and Illinois already have completed with concrete their sections of the new trans-American route. Mississippi will spend $880,000 building its section this year, 425 miles of unbroken concrete.

The National Highways Association and the National Motorists' Association are behind the movement to have a start made this year on that section of the route lying in Tennessee and Kentucky, the other two states traversed.

The pioneer run, officially dedicating the Magnolia Route, was made without incident at an elapsed-time rate of 26 miles an hour. Actual running time, omitting ferries, stops for two punctures and refueling, was at the rate of 28 miles an hour.

Aside from traffic stops and those at fueling stations, ferries and railroad crossings, the entire trip was made by Mr. Lang's Studebaker car in high gear.

At every city of importance along the scenic route, delegations from chambers of commerce, dealers in the same make of automobile and city officials were out to greet the official car, except at the last part of the journey.

It had been expected that the trip would require 48 hours. Cutting eight hours off this time brought the car into Chicago at 3:30 in the morning, instead of noon, and it already had passed through many towns before the officials there expected it. This was due to the higher rate of speed the car was able to maintain and the absence of stops for any adjustments whatever.

However, the silver ewer of Gulf water carefully carried by the pathfinders was poured into Lake Michigan with great solemnity at noon, and thus was opened another pathway into the Magnolia land of Dixie.

Peculiarly enough, the first time such a journey ever was made over land was sixty years ago, when another Studebaker product, a Conestoga wagon, was driven over part of the same route through what then was a wilderness.

THE NURSERY SCHOOL IDEA

By Dorothy Holt Vary.

(Editor's Note: The following is the second of three articles written by Mrs. Vary, of Park street, on the Merrill-Palmer School idea for children of pre-school age.)

The tremendous importance of the years from 2 to 5 in the life of an individual is no longer a debatable subject although unfortunately many people still think of this pre-school period as being a period of growth and in a vague way they think of growth as something which is physical, irrepressive and predestined—something which will take care of itself. Wait till the child is of school age; then it will be time to teach him.

This is a comfortable, but faulty, way of thinking. Instruction in reading may till six, but the organization of personality and even the training of intelligence begin in infancy. Basically the pre-school child is just as much of an educational problem as is the school child. In spite of the relatively undefined legal status of the pre-school age of childhood, there are already three agencies or institutions which unmistakably indicate a socialized trend away from neglect and toward positive protection.

These three outstanding agencies are: the infant welfare (and child health) dating back to 1909; the nursery school founded in 1916 and revived a century later; and the kindergarten established in 1837, and first incorporated in an American school system in 1873. In other words, the importance of systematic training for little children is not only becoming generally recognized but the pre-school period of childhood, like the school period, is steadily coming under a social control. In all sorts of ways the community through social effort has entered upon the task of surrounding the pre-school child with the same developmental safeguards which have been extended to the school child. It is an enormously complicated task, but an inescapable one. It will prove less simple than the task of erecting public school buildings, organizing courses of study and compelling witness attendance. The social control of the welfare of the pre-school child is to be concerned in a more intimate and personal way with preventative medicine, mental hygiene and parental guidance.

We need not fear that the home is about to be undermined. The purification of milk and water, the establishment of public libraries and of public elementary schools have not weakened the home or bereft parents of their children. If we have vague fears in regard to the nursery school movement, let us recall the kind of opposition which the kindergarten has had to meet. As late as 1900 a conservative formulated this protest: "The kindergarten encroaches, without qualification or understanding, on these unalienable rights and duties (of the family), and thus injures the moral training of individual children, and also hinders the progressive moral development of parents". If we do not admit this as a sound criticism of the kindergarten, shall we count it as one against the nursery school?

The educational ladder of the American school system does not reach the ground. Clustered about its base we find the infant health station, the nursery school, the kindergarten, and the home. Significance of the nursery school lies in the fact that it represents a deliberate attempt to furnish a more solid support of the educational ladder but only when the varied agencies are brought into many-sides co-ordination will the ladder of childhood have a firm foundation.

Society is now demanding that pre-school children from birth to school entrance should receive the basic opportunities for complete development, but it is not making the demand at the expense of the family. The nursery school in its zeal to serve the immediate needs of the child should serve them in such a way that the responsibility of the home is sharpened but not dulled. The normal parent child relation must be preserved. And that it may be rendered as fruitful as possible we recommend the nursery school as an adjunct to the home by means of which parents and children may learn the possibilities of happiness and beauty their relationship may contain. The answer to those who are troubled lest parents are being freed from or deprived of their responsibilities, is, that they are not relieved of their responsibilities, but are being aided and shown how to meet them better.

(Much of the forgoing is reprinted from an article by Arnold Gesell which appeared November, 1924 issue of School and Society.)

LOCAL GIRL HONORED IN MUSICAL CIRCLES

Much attention in the music circles in Detroit and Birmingham has centered this week on Miss Dora Richman, daughter of Mr. and Mrs. Joseph Richman of Adams Road. Early in the week Miss Richman was awarded the Kate Coolidge Endowment which is an annual occasion of the Detroit Tuesday Musicale. Last Friday Miss Richman was the guest and entertainer of the Pontiac Tuesday Musicale at an exchange luncheon which combined with the Flint Tuesday Musicale in entertaining at the Durant Hotel in Flint. At this time it was announced that Miss Richman had been elected president of the Pontiac Tuesday Musicale Student League.

Next Tuesday evening Miss Richman will participate in the Detroit Musicale Student League May musicale that will be an event of society in Detroit, and will be held at the Woman's City Club. Miss Richman will play the piano score of a trio composed by herself. She will be assisted by two Detroit students.

VILLAGE ELECTION NOTICE

NOTICE is hereby given that at a Special Election to be held in the Town Hall on the Southwest corner of Merrill and Bates Streets in the Village of Birmingham, on

Tuesday, May 19, 1925

between the hours of 7 o'clock A. M. and 8:30 o'clock P. M. (Central Standard Time) a ballot shall be cast upon the following proposition:

Shall the Village of Birmingham borrow the sum of Forty-eight Thousand Dollars ($48,000.00) and issue bonds of the Village therefor to pay for the following described land which has been acquired by the Village to be used for Municipal and Library purposes, to-wit: Lots 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, and 60 of Merrill Plat of the Village of Birmingham.

YES
NO

Take Further Notice that the day of Registration of qualified electors for the Village of Birmingham is hereby set for Saturday, the 9th day of May, 1925, between the hours of 7:00 o'clock A. M. and 8:30 o'clock P. M. (Central Standard Time) and the place of holding such Registration shall be in the Office of the Village Clerk in said Village.

HAZEL E. LAWLER,
Village Clerk.
3-4

Dated April 30, 1925.

Cunning

Cunning is the art of concealing our own defects, and discovering other people's weaknesses.—Hazlitt.

To The Ladies—

We cordially invite you to drive this Coach. We want you to learn first-hand how easily it handles, how smoothly it rides, how spiritedly it accelerates and how easy is gear shifting. We want you to feel the added safety of its four-wheel brakes, the exclusive convenience of its centralized controls, and the comfort of its deep cushions, long springs and balloon tires. ▱ ▱ No need to tell you of its smartness, its completeness, its air of distinction—these things are self-evident. And its ownership is so easy under General Motors Time Payment Plan.

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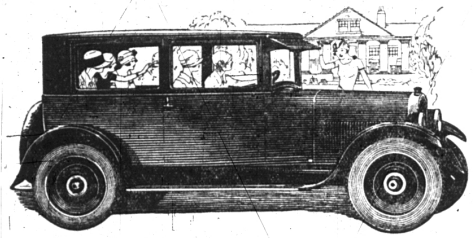

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This has greatly increased the total sales volume and the huge Firestone factories are now working on a 24-hour schedule to supply the demand.

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Rue Van Every & Son
Southfield Road, R. F. D.

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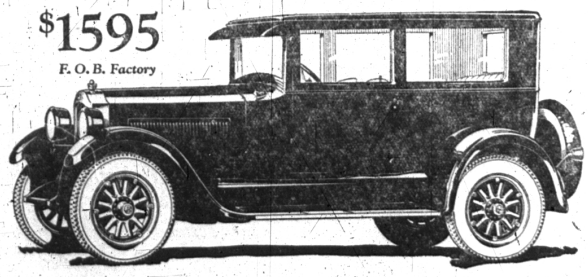

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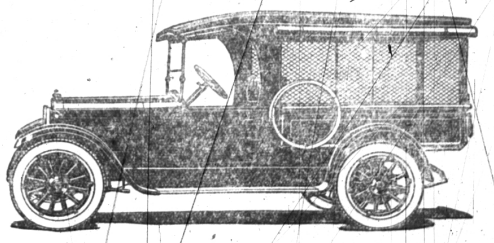
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