



Woodward's Growth Is Reviewed By Bradway

Few persons have taken the time to analyze the phenomenal growth north of Detroit and the attendant increase in property values that has taken place since Detroit first put on "long trousers."

The following story, as recently told by Hudson Bradway to a group of 40 men during a motor trip through many of Detroit's earliest subdivisions, is based on concrete examples of the way in which property values have increased during this 25 years in the real estate business.

"The purpose of this trip is to give you, as we travel through this district, some idea of the history of North Woodward property values," began Mr. Bradway.

"Starting here at the General Motors Building, it is interesting to note that when I started in the real estate business, a man stand-

northward in the last twenty-three years!"

"504 for \$200 a Foot."

"The northwest corner of Woodward Avenue and the Boulevard, where the bank building is sold for \$200 a foot less than 20 years ago. At that time this corner was no more important a factor to the city than property around the 13-Mile Road and Woodward is today. In fact, in things that go to speak of in the section of the Boulevard, which at that time there were no homes to be had in the district around the 13-Mile Road there are houses already straggling up in every direction. Twenty-three years ago no one expected that there would ever be many more homes north of the Boulevard."

"This same corner today would be worth about \$10,000 a foot. The southeast corner was just recently sold for \$8,000 a foot, which was considered a low price."

"During my first years in business the greatest activity was on Lothrop, Bethune and Fallister avenues. I sold practically all of these lots in the first two blocks on Fallister at \$25 and \$30 a foot. At that time, as I have told you, we had practically no development out here and no one really anticipated there would be. People did not have this faith in Detroit that they have today."

Boston and Burlington.

"The Boulevard property was selling for \$65 a foot as late as 1910 and 1911. It is now selling about \$275 to \$400 a foot. The original prices at that time looked much higher, judging by all the past experience of Detroit than any prices our company now has on any of our Bloomfield Hills subdivisions."

"When Burlington avenue was platted in 1911, it was commonly called the Judges' folly. Judges, Carpenter, Judge Brooke and others owned it. Four houses had been built in the first block, but it was considered so far out that nobody wanted to live there. They were still vacant when I took the property over to sell. The street was well restricted and we sold these lots for what was then considered a good price—\$20 a foot. The same property is now selling for more than \$150 a foot."

In 1913 I subdivided Burlington avenue, between Hamilton and Twelfth. Here 40-foot lots were sold for \$450 the price including all improvements except paving. At that time there was one home on each of the Hamilton and you could have shot a cannon ball all the way to Grand River without hitting."

"Today this property, which is restricted to a very high type of duplexes, is worth \$200 a foot. However, you should be reminded that these values advanced, not because property was cheap at that time, but because of the increase in population of our city has created those values in the meantime."

"During the 10 years from 1890 to 1900 Detroit increased about 60,000 in population. Last year it increased 160,000 or at the rate of 1,600,000 in ten years. A city is exactly like a snowball rolling down hill; it is bound to get bigger the further it goes."

Ford Motor Property.

"The property of the Ford Motor Company, until 1908 or 1909, was near a track, and the old Blue Ribbon races were held here. Today, some of the corners just north of the factory are worth more than \$3,000 a foot."

"Palmer Woods is a good example of what a large, carefully restricted development will come out of. The property was put on in 1916, and \$40 to \$65 a foot were sold for all improvements. At that time there were no houses for miles beyond, and it looked like a very foolish undertaking. Now you can hardly buy anything for less than \$200 a foot, and some lots have sold as high as \$300. In my opinion, prices here have not reached their peak because with that class of homes, environment, etc., people are going to want to live there, and they will be willing to pay the price."

Fordale and Pleasant Ridge.

"Here is an opportunity to use your vision. Every one of you remembers when Woodward avenue was a treacherous 16-foot pavement just two short years ago. Today it is the greatest highway in the world. Now this can happen in two years, think what can happen in ten years or twenty years. Ten years from now, when you look back at the development that will be then in this district and wonder how it could have happened in so short a time, just remember what class of development that has taken place in the last two years."

"Fordale and Pleasant Ridge started out with a rush, but the war held it back. In 1916, there would not have been a house on each of the Fordale years ago. Woodward frontage here at the Nine-Mile road is sold for \$1,000 a foot, and has been held for that. That corner where the bank is sold for \$75 a front foot in 1916. Fordale and Pleasant Ridge. Here the same history of development holds true."

Royal Oak and Woodwardville.

"During the boom days, there were no more than 30

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DEALY LEAD TO U.S. CORPORATIONS

Nearly 64 Percent of Companies Formed in Month in Detroit

A total of 145 new corporations were licensed to do business in Michigan in November, maintaining the rapid pace which marked the first 10 months of 1926 when 1,734 new companies were incorporated in the state, according to a compilation made by the Commercial State Savings Bank.

Authorized capital of new corporations incorporated last month aggregated \$9,227,550. This total was made possible by the incorporation of the Michigan Home Telephone company, Muskegon, with authorized capital of \$1,500,000, and Electrical Interconnections, Inc., Jackson, with an authorized capital of \$1,000,000.

Foreign corporations licensed to do business in the state in November numbered 11, having a combined capitalization of \$1,322,722. Established concerns of the state which increased their authorization numbered 35, while the increases total \$5,659,000.

Close to 64 percent of the new companies formed located in Detroit, the total being 92. Of this number 36 were organized to operate in the retail trade. Grand Rapids ranked second in the number of new corporations with seven, while Pontiac was third with five. Other leading cities included: Flint, four; Kalamazoo, three; and Bay City, Muskegon and Grosse Pointe each with two each.

Real estate firms led the field of new incorporations with a total of 51. Automobile, parts and accessory manufacturers and dealers were second with nine, while radio dealers were third with five.

Other favored occupations were: building and contracting companies; and furniture manufacturers and dealers; four; chemical makers, general merchandising companies and drug stores, three; food dealers, two; electrical companies, dealers in security, tool manufacturers and dealers in tires and rubber goods.

Because a law prohibits the owner of land by white people in Michigan, many Europeans live in households.

A beauty shop with 600 contestants was held by African natives, who picked the winner by the perfection of her feet.

Leading Builders Plan Large National Conference In Month

COURT SUSTAINS ZONING LAW

Washington, Dec. 13.—Methods under which the record-breaking construction activities of 1926, involving expenditures of seven and one-half billion dollars, were carried on are soon to be reviewed by leading builders. This session will take place at a conference at Asheville, N. C., January 23-27, under auspices of the Associated General Contractors of America.

Prominent among the subjects to be discussed, announcement of the program discloses, will be: Surety bonding practices; awards of contracts to irresponsible or incapable bidders; lien law provisions; methods of financing construction operations; economics of highway construction; use of standard contracts; construction of public projects under the "day labor" system, and prevention of accidents.

The intensive building activities of the year just concluded have hidden from view the effects of many conditions which would be more obvious in a less hectic period." General R. C. Marshall, Jr., head of the conference's sponsoring group, declared.

"While no optimistic let-down of the furious pace of construction activities is in prospect, the return to a more normal volume of operations is certain to come."

"During the past six years, the construction industry has been steadily created in meeting the demand for new buildings that the advent of automobiles and rapid transit street railways, would have been considered as fatally arbitrary and unresponsible."

The court held in the opinion that experience has proved that the segregation of various types of buildings makes fire protection less difficult, makes for the safety and security of home life, tends to prevent street accidents and reduces many causes of nervous disturbance.

The opinion also points out that while the meaning of the Constitutional guarantee invoked by the real estate concern never varies, "the scope of their application

must expand or contract to meet the new and different conditions which are constantly coming within the field of their operation."

Financial plans have been completed for the building of a \$4,000,000 bridge over the Niagara River at Niagara Falls, to be 70 feet wide.

Eccentric—Pages 11 and 12

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BRIDGES ARE USED TO PREVENT FLOOR SAGS

Small Expense in Home Construction Often Proves Great Asset.

How many times when you have visited a neighbor have you noticed a sag in some part of the floor in some of the living rooms, especially in the bedrooms? This is because you have been used to support some heavy piece of furniture, like a piano. Perhaps you have noticed this in your own house.

Very often this unevenness is due to cheap construction, or unavoidable settling of foundations, but is entirely due to the use of small pieces of wood, called joists, which are nailed into the sides of the joists which support the floors.

This bridging, although it is a matter of almost no expense in building a house, is of much importance if you will go down in the cellar of almost any house which does not have a plastered ceiling, you will see these small wooden bridges at the joints.

The duty of this bridging is to keep the joints exactly in line and resist any lateral force. Grand shift in any direction, owing to heavy strain being placed on the floor above and below.

It has been discovered, however that this wood bridging is not sufficient, because in most cases, the joints are of uneven width and many number of things happen.

When there is a weakness in this bridging, there is a tendency on the part of the joists, which support the floor, to move in some direction and of course—the floor will move also.

There has recently been invented, however, a bridging made entirely of steel, which is so simple to install that the carpenter can put in 10 of these bridging to one of wood.

Moreover, instead of being nailed into the joint on one side, it heads over and holds the joints both from the outside and the top or bottom, as the case may be.

This holds the joists in position after the floor is laid so that the floor will not shift from alignment when subjected to abnormal loads.

This steel bridging adds nothing to the cost of a house and, in fact, the contractor is only too glad to use it because it saves them money in installation.

That one may travel a lot without getting anywhere is illustrated by the case of a Michigan G. Stecher of Pittsburgh, who has covered a million miles in the last 35 years. He has just retired from service as a street car conductor in his home city.

Correspondence courses are no doubt helpful to a certain extent but they have an limitation, as a 17-year-old Otto Urban of New York can painfully testify. Studying to be a expert detective, he tried to follow written instructions for the correct handling of a revolver—and shot himself in the neck.

No Small Prize

Mrs. J. H. Hand, Jr. of Tonawanda, N. Y., winner of the \$5,000 Elgin National trophy for the victory of her 151-kilohydroplane, "Miss Spitfire V" at San Diego, Calif., has difficulty handling the huge cup. Her S. L. Reed, driver, "Miss Spitfire VI," helps her into her car, while her husband—who drove "Miss Spitfire V" to victory at \$7.05 miles an hour—looks through the door. Both "Spitfires" broke records.

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