

Endow War Church As Memorial To Dead At Chateau-Thierry

A few weeks ago the General Synod of the Reformed Church in the United States met in the city of New York and decided that it was the only way memorial of its kind in Europe. The residue of a fund that had been used to build the memorial was formally set aside to bear interest for its upkeep. In Chateau-Thierry, in the square where stands the Hotel Amstel, this memorial has risen next to that building. It is in the form of a white stone church.

"No other denomination in America has erected an entirely new house of worship in Europe to commemorate its soldier dead of the World War," said the Rev. Dr. W. Stuart Cramer of Lancaster, Pa., who worked with the Federal Council of Churches during and after the great conflict.

Eight years ago shells screamed and burst over in the Chateau-Thierry square. Some of the projectiles demolished the building that stood on the ground where the church now rises. When the armistice came the town's citizens began to set their house in order. They cleared away the debris from the streets, but no building rose to take the place of that particular rock jumble.

Dedicated This Month.

Meanwhile a number of men in the United States were in the act of disbursing funds donated for the aid of their fellows who had gone to the war. These men were the members of the National Service Commission of the General Synod of the Reformed Church in the United States. They had pursued through the American Council of Churches, a considerable fund had been raised, and a large portion of it still remained when the war stopped.

"We wanted to decide," said Dr. Cramer, who was chairman of the commission, "what to do with the unspent money. Several of us had been in close contact with the Federal Council, where ideas on the war and its aftermath were generally pooled and exchanged. The thought grew among us that this surplus fund could be used best for a memorial church in the land where most of our lost members died."

So, at triennial sessions of the synod of the Reformed Church approval was obtained and work begun. On Sunday morning, July 13, 1924, the Chateau-Thierry edifice was dedicated.

The churchmen had done more than commemorate merely the gold star heroes of a single battle. They had the new edifice were turned the eyes of those who had lost relatives or friends or even unknown comrades. A church seemed to possess a spiritual quality peculiarly fitting for a memorial. True, it was not a Protestant institution—a Protestant institution of the 1,400 or so Protestant churches in the country—but Catholic-Protestant lines were erased. The surviving chaplains of the army and navy joined the Reformed Church in the United States and the Protestant memorial edifice, with a handsomely carved pulpit, to the memory of those twenty thousand men of God who had "made the supreme sacrifice in the World War."

Fisher was among the honored ones. "Greater love hath no man—" reads the memorial tablet which commemorates her dead alumni.

But the edifice is not only an American institution. It is a link of Franco-American accord—in a stained glass window is pictured the spirit of Lafayette, supported in the background by Generals Joffre and Foch and the names of the French patriots of the faces of Dr. Cramer and the Rev. Gabriel Verrier, French pastor of the church, and the faces of the minor figures. The extent to which the Franco-American spirit took hold in the memorial is evidenced by the sculptural work over the main doorway. Carved there is the Angel of Peace holding a palm branch over the heads of an American doughboy and a French poilu. The work is the gift of the French architects Naville and Chaquet.

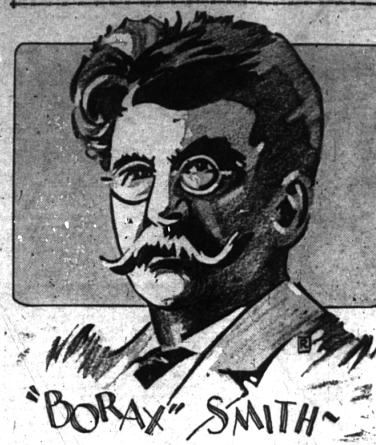
Hupp Shows Stamina In Reliability Runs

Huppobiles had a most successful year in the European as well as South African road races. The competition winning five important contests in which the entries included the premier makes of both American and foreign cars, according to correspondence from the Hupp Motor Car Corporation, to Paris & London. Huppobile dealers in this section.

"Long endurance runs are a favored sport in Europe and countries," Mr. Parks states. "They attract the attention of the motorists in the United States, particularly because these contests have not been held here for many despite the fact that our road conditions are far superior to those in the territories here where the most exciting races are staged."

"One race won by a Huppobile Six with five passengers in the car took place in South Africa. The distance was five hundred miles and its finishing Huppobile demonstrated its fitness to stand up under the hardest tests. On part of the 500 mile route, made (as we know) are practically non-existent, and the climate very trying both on the driver and on the car mechanism. The greatest hazard is sand. There are several kinds; yellow river sand, red sand, and black sand. The Huppobile six pulled through all this without balking even in crossing the dunes of yellow red sand or river beds of heavy yellow sand with hidden stones to make it worse. In winning this race H. P. Rose, driver of the car, won the Gordon National Cup and other prizes for leading at different stages of the run."

Twenty Million Dollars In Debt; Says He'll Pay



By NEA Service.

OAKLAND, Calif.—How would you like to go broke for \$50,000,000?

Just when you think of your friends were retiring from business?

How would you like to start this "second life" with a debt of \$20,000,000?

That is what happened to F. M. "Borax" Smith. And Smith, now 49 years old, will have every cent of his \$20,000,000 debt paid off in five years!

Smith has had two dreams in his life. He went broke in 1912 because his first dream had not come true. Now that dream is coming true along with it.

Discovered Borax.

Smith's first dream was to make Oakland the metropolis of the Pacific coast. His second was to pay his debts before he died.

Smith came out of Wisconsin to Idaho some fifty years ago. He made big money buying timber and selling it for firewood. He switched to mining. He discovered borax, made it a household necessity, "put over" the "mule team" and became a millionaire in 20 months.

He came to Oakland with his million 40 years ago. He dreamed of Oakland as the metropolis of the Pacific. He bought land—land—land—and yet more land. He organ-

COMPETITION HELPS BUICK MOTOR CO.

Engineering Facilities Kept Up To The Minute, Says H. H. Bassett.

With the introduction of the models for 1927, the Buick Motor Company's policy of keeping its cars abreast of competition has met with even greater success than other announcements of recent years, according to H. H. Bassett, president of the Buick Motor Company.

"This has been made possible by utilizing its many engineering and experimental facilities, which are organized and designed to completely cover every phase of automotive development," he said.

"The process of bringing out a new Buick model begins with a large staff of engineers. This staff keeps in personal touch with all the large branches, distributors and dealers. These in turn keep a constant check on all their sub-dealers. Service clinics are constantly being held throughout the country.

"In this manner an inquiring finger is kept on the public pulse. The things that the public wants in an automobile are instantly revealed to the service engineering staff. This staff is constantly informed, too, as to the operation of more than a million Buick cars in the hands of owners.

"All this information is gathered by the service engineering staff and is passed on to the engineering and experimental departments—groups of world-famous engineers gathered together during the twenty-two years of development through which the Buick product has gone.

"Each of these men is a specialist in his line, concentrating all his ability and energy on some particular part of the car. These specialists are under the guidance of men who

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SERIES 120
SERIES 128

Three figures which mean extra motor car value

Buick motor cars are now designated by their wheelbase lengths. Series One Fifteen has 114½ inches of wheelbase. Series One Twenty is 120 inches from axle to axle, and Series One Twenty-eight measures 128 inches.

Many cars, several inches shorter than Buick and without advantages offered by Buick design, are priced considerably higher.

Compare the wheelbase length of other cars to Buick, before you spend your money.

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AUTO DRIVER'S ABSENT-MINDED IN COURT

Judge Harland Howe, of Minnesota, discussing automobile accidents, said recently:

"On the road we see lots of automobiles going very fast, but in court, when collisions, run-downs and other catastrophes are being investigated, it would appear that all automobiles go very slow.

"A court witness will always say that he was going six or five or three miles an hour when the accident occurred. Witnesses haven't yet begun to say that they were going backward, but that, 'oox, will come in time."

The Smith's lament. "I didn't raise my boy to be a shoulder."—Pomona Sagehen.

52 Issues of The Eccentric for \$1.50.

Chevrolet Plans For 1000 More Cars Daily

Preparing facilities for manufacturing 1,000 more cars per day in 1927, the Chevrolet Motor Company is proceeding rapidly with additions to its plants and equipment in the United States.

The additions are being made under the \$10,000,000 expansion program announced recently by W. S. Knudsen, president and general manager of the company.

The addition to the huge motor plant at Flint is now well under way. New machinery for making cylinders, cam shafts and small parts is arriving daily and extensive enlargements are being made at the Flint sheet metal division. A building 208 feet long by 124 feet wide is under construction to increase production at the Toledo transmission plant. Enlargement of the heat treat department of the Bay City small parts plant will provide additional facilities there.

The building known as Company plant No. 7 has been purchased for manufacturing axles and small parts and will be merged with the gear and axle plant.

New buildings and the erection of 37 steel forging hammers, the Detroit forge plant will make this plant one of the largest forging centers in the United States.

Chevrolet factories at Cincinnati, Janesville and St. Louis will be extensively enlarged under the program. Fisher body plants at these cities are to be augmented, providing manufacturing for 750,000 closed bodies and 250,000 open models. A proportionate increase in employment will follow the completion of these plant additions.

"That makes it had all around," said the boy as he finished emptying the garbage can around the house.—Denison Flamingo.

Four Per Cent Penalty Now Due on Village Taxes

NOTICE is hereby given that Village Taxes for the fiscal year 1926 have been payable at the office of the Village Treasurer since July 1, 1926.

One per cent penalty from August 1 to September 1, 1926, inclusive. Four per cent penalty from September 1 to October 31, 1926, inclusive. No taxes accepted by Village Treasurer after October 31, 1926, as the tax roll will be in the hands of the County Treasurer at Pontiac for collection. All taxes unpaid after October 31, 1926, 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.

MORTGAGE SALE

"Default having been made in the condition of a certain mortgage made in the county of Oakland, Michigan, by Helen Gertrude Lewis, his wife, to Elmer A. D. 1926, and recorded in Liber 209 of Mortgages and the Register of Deeds for the County of Oakland, State of Michigan, and the same is due and payable on the third day of this month for principal, interest and the further sum of One Hundred Dollars, more or less, and the said mortgage, together with any and all interest thereon, and the further sum of Two Hundred Dollars as an attorney fee as provided in said mortgage, and with other legal costs of said sale, and proceedings thereon, money secured by said mortgage, and the further sum of Two Hundred Dollars as an attorney fee as provided in said mortgage, and with other legal costs of said sale, and proceedings thereon, is hereby advertised to recover the debt thereof, and to satisfy the conditions of the power of sale contained in said mortgage, and to provide for the sale of the premises in Public Sale to the highest bidder, and to the City of Pontiac, Michigan, on the 15th day of November, A. D. 1926, at ten o'clock in the forenoon, Central Time, which premises so mortgaged are described as follows:

Lot No. 11, Willow Beach Plat, in the Township of West Bloomfield, Oakland County, Michigan, according to the recorded plat thereof, being in terms two acres, more or less, Michigan.

ELMER BRENDEL, Mortgagee.

ROBERT D. HEITSCH, Attorney for Mortgagee.
Business Address:
16 W. E. Lawrence Street,
Pontiac, Michigan. 11-21

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