


for Men for Women



TRUE economy is practiced when cleaning of last season's hat is entrusted to a reliable cleaner.

Regular Price - 50c

Birmingham Shoe Shine Parlor
112 1/2 East Maple Gus Bahinus, Prop.

BROWNELL ST. IS NOW OPENED

New Pavement Completes Improvement Work Here For Summer Season

Impetus to business on Brownell street is seen today with the opening of the new pavement on that thoroughfare and the conclusion of paving activities in Birmingham for the winter.

The street lately has become more popular, Village Manager James W. Parry said, and this popularity is expected to continue.

The pavement is concrete 2 1/2 feet wide and it runs from Forest to Maple avenue. It is the eighth street paved in Birmingham during the concluding summer.

A Texas man, who has, for two years, run a hotel in which guests leave lodging money in a box on the chamber, says he has only been beaten out of \$2 in that time.

DEMPESEY, TUNNEY CLASSMATES



Another Gene Tunney and Jack Dempsey—but they are great pals and have never fought each other. Tunney, left, and Dempsey, right, are members of the freshmen class at Notre Dame university. Young Tunney is a promising athlete, while Dempsey is the more scholarly—can you beat that?

What's What In Washington

Exclusive Central Press Dispatch to The Eccentric.

WASHINGTON, Oct. 5.—Who is this Louis Henry Francisco of San Diego (Cal.) who appeared in Washington a few days ago and proclaimed himself a candidate for the Democratic nomination as president of the United States?

The news associations broadcast a paragraph about him, which you probably saw, dear reader, and if so, unless you happen to live in or near San Diego, or have met Mr. Francisco somewhere by pure accident, I'm not afraid to bet a good many believe that you never heard of him before and you're right. In all probability also, your reaction to that paragraph concerning him—if you took the trouble to think anything about it at all—was at best to wonder very anxiously if Mr. Francisco meant to run and out "nut." Why? Why, for suggesting such a ridiculous thing.

Well, that's what we wondered here in Washington, too. Nevertheless, all of us who had time were sufficiently interested to go down to Mr. Francisco's hotel to find out, for sure.

The verdict was practically unanimous that there appears to be nothing "nutty" about him whatever.

He's a big, good-looking, middle-aged chap—the prosperous business man type—he's in San Diego real estate, he says, and used to be a locomotive fireman and electrician. He talks as sensibly and intelligently as you please. As to his general get-up and the fact that a stranger can make of his brain, he can give cards and tapes to plenty of politicians, some of them in pretty good jobs.

The really remarkable thing about Mr. Francisco is his candor. It takes a lot of it for a non-professional to step into so formidable a ring and risk being laughed at, as he's done. The average individual, even after crowing himself in the point of doing it couldn't keep a stiff upper lip.

For an aspirant with a pretty considerable statewide reputation to launch his boom among the home folks, as his favorite son mightn't be so startling. But to come right down here to the capital and cut low without a mile of preparation, on a national scale—in a sober, rational person, like Mr. Francisco, apparently, it's going some.

Our San Diegoite started his campaign not unscientifically. He opened up, by mimeograph to all the newspapers and Washington correspondents, in correct candidatorial style, with a good, stiff punch.

"I am going to try to make the Democratic nomination for president on a Progressive Democratic platform. If I do, I will be elected. Nothing diffident or hesitating about that."

Now he's following up, by mimeograph, telling who he is and what he stands for. In a day or two he's to open street-level headquarters. It will cost him some money, but at that the cost needn't be prohibitive—not if he's fairly well heeled.

No, Mr. Francisco's candidacy isn't taken seriously in the capital. Yet it's so entirely new a system that old hands hardly know what to make of it. They don't believe it will work, but never having seen it tried out, they can't be absolutely certain.

Of course the ex-engineer will be ignored by all the politicians

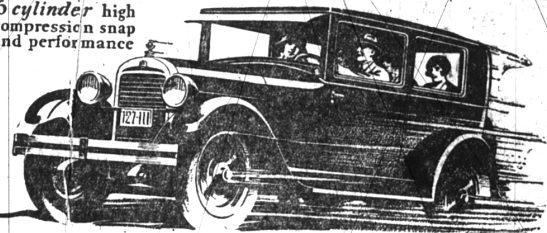
entirely—but is there any chance he'll make a popular hit? The betting against it would be fully a thousand to one, but after all, these long shots must occasionally turn up, or what would be the use in fixing the odds?

2 SPEEDERS FINED IN JUSTICE COURT

Two speeders were \$5 fines each last Thursday in Judge Malcolm

Hunt's office court. S. B. McLeelan, avenue, Pontiac, was arrested by 12164 Cloverdale avenue, Detroit. Patrolman Edward Myers. Both Townsend on north Woodward avenue. Henry Scott, 451 Auburn Thursday.

6 cylinder high compression snap and performance



The things all wanted - and at a price for all

Super-Six Smoothness and Dash—High-compression Power and Performance—Size and Roominess without Unwieldiness—Steady Riding without useless Weight. 50 miles an hour all day long—and far greater speed when wanted—Riding Ease Like Gliding. Economy of Price, Operation and Maintenance.

Essex alone combines them all

ESSEX Super-Six

2-Pass. Speedabout, \$700 4-Pass. Speedster, \$835 Coach, \$735 Coupe, \$735 Sedan, \$835

Boughner Bros. Garage
134 S. Woodward Ave. Birmingham

CHEVROLET USED CARS
"with an OK that counts"

Look For The Red "O. K." Tag

After we have thoroughly reconditioned a used car, we attach a red "O. K." tag to the radiator cap.

This tag certifies that the vital units of the car have been gone over completely by expert mechanics and put in condition to give thousands of miles of additional service. It takes all the "guess-work" out of used car buying.

Look for this tag when you buy a used car—for it is your guarantee of quality and value!

Tracy & Cotton, Inc.
Open Night and Sundays—Woodward at Ruffner
Birmingham, Mich.

QUALITY AT LOW COST

STUDEBAKER COMMANDER

- 1—Sets new coast-to-coast record!
- 2—Wins 1st and 2nd places in Atlantic City Stock Car Race!
- 3—Climbs Pikes Peak—22 mins. 47 secs.

During the first week of September, The Studebaker Commander, by thrilling victories over time and space, again proved itself "the greatest achievement of post-war automotive engineering."

Endurance—Stamina—Dependability
New York Harbor to San Francisco Bay in 77 hours and 40 minutes—total elapsed time. You may not have Ab Jenkins' craving to shatter records, but you will find in the car which he used dependability, freedom from repair expense, long life, and abundant, eager power for all your needs.

Speed—Smoothness—Comfort
In the 75-mile race for stock cars listed below \$2000, at Atlantic City on Labor Day, two Studebaker Commanders finished first and second, with average speeds of 85.95 and 84.58 miles per hour. The latest models of Chrysler "72," Buick Master Six, Nash Advanced Six and Hudson were also entered. You won't ever want to go that fast, but you can find daily use for the acceleration, the smoothness, the comfort which the quiet Big Six motor offers at ordinary speeds.

Mountain Climbing
In the stock car race to the top of Pikes Peak on Labor Day, The Commander was second only to a car which lists at three times The Commander price.

This we not only claim but prove that this versatile automobile will outperform any other car within a thousand dollars of its price.

No wonder The Commander outsells the combined totals of all the other cars in the world that equal it in rated power.

NEW LOW PRICES

All Studebaker models have more than \$100 in extra equipment without extra cost, including front and rear bumpers; shock absorbers; coincidental lock steering; ignition engine thermometer and hydraulic gasoline gauge on dash, etc.

The Dictator	The Commander	The President
Sedan, 4-dr. \$2195	Sedan \$1495	Sedan, for 7 \$1995
Sedan, Royal 4-dr. \$2595	Sedan, Regal \$1625	Limousine \$2550
Victoria \$2195	Victoria \$1495	
Coupe, for 2 \$1195	Victoria, Regal \$1695	Erskine Six
Coupe, for 4 \$1295	Coupe, for 2 \$1495	Custom Sedan \$995
Roadster, for 4 \$1245	Coupe, Regal, for 4 \$1625	Sport Coupe, for 2 \$995
Duplex Phaeton \$1295	Roadster, for 4 \$1595	Sport Roadster, for 4 \$995
Tourer, for 5 \$1195		Erskine Six prices include front and rear bumpers, hydraulic steering gear and coincidental lock.
Tourer, for 7 \$245		

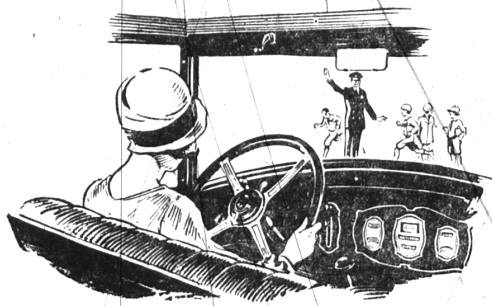
All prices f. o. b. factory

Jewell Motors, Inc.
203 Pierce Street Claude E. Mosher, Manager Phone 1450

Beautiful in design—thoroughly modern—mechanically right

AWNINGS CAMPERS SUPPLIES
Waterproof Coverings for Every Use
THE PONTIAC TENT & AWNING CO.
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BUICK for 1928



WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

You see all the road when you drive a Buick

The dreaded "blind spot" is gone forever! In Buick for 1928 closed car front posts are narrowed so that all the road, ahead of you and at the side, is clear.

What a factor this is for safety! What extra pleasure it gives to driving! How it relieves city traffic problems—the sudden rush of a child . . . the unexpected appearance of a car

at a corner . . . the negotiating of turns in crowded places!

And thanks to the efficiency of Fisher craftsmanship, these slim corner posts have even greater strength than the type formerly used.

See a Buick for 1928 at the nearest showroom. Get behind the wheel and prove for yourself how clearly you can see all the road from the driver's seat.

BUICK MOTOR COMPANY, FLINT, MICHIGAN, Division of General Motors Corporation
Sedans \$1195 to \$1995 / Coupes \$1195 to \$1850 / Sport Models \$1195 to \$1525
All prices f. o. b. Flint, Michigan, government tax to be added. The G. M. A. C. financing plan, the most desirable, is available.

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