

# 3,000,000 A WEEK

When the Saturday Evening Post tells us that its net paid circulation is more than 3,000,000 copies every week, we are properly thrilled.

Honest figures of magnitude and solid growth are always convincing, especially when the subject is Car Insurance. Such figures radiate a feeling of confidence and carry far more weight than airy promises and much talk about insurance service unless that service has real financial backing to support the promises.

Now for some figures that tell the growth and stability of Auto-Owners Insurance Company:

Assets, \$1,300,000.00  
Legal Reserve, \$950,000.00  
Cash Surplus, \$350,000.00

It took just 30 years to build the Saturday Evening Post's circulation up to the 3,000,000 mark.

In slightly more than 11 years, the Auto-Owners Insurance Company has increased its assets from the zero point to \$1,300,000.00.

Auto-Owners has held for several years its earned position as an automobile insurance leader in Michigan. That it continues to grow at a rapid rate is ample proof of its usefulness to the car owners of this state.

**ROBERT R. ALLEN & COMPANY**  
Field Building Telephone 1090

**Auto-Owners**  
INSURANCE COMPANY  
OF LANSING MICHIGAN

## RURAL SCHOOL GRADS GIVEN DIPLOMAS

### 300 Students Get Certificates At Commencement Exercises

#### LEDERLE ON PROGRAM

Diplomas are held today by 300 more graduates of Oakland County schools following commencement exercises last week in Pontiac. The exercises were held in the Oakland Theater which was crowded with 1,500 persons. The diplomas were given by E. J. Lederle, county commissioner of schools.

Students from Bloomfield, Southfield and Troy townships who received their diplomas are:

- Bloomfield: Lillian Vaughan, Jack Flowers, Fern Nelles, Alice Flower, Marian Flower, Anna Praet, Vanessa DeLong, Virendra Egelston, Lucille Pler, Harold Johnson, Irene Mosley, Nazene Halbert, Kenneth Ryer, Margaret Weaver, Gerald Shaver, Allen Stevens, Leo Brooks, Louise Sier, Chrystal Wilcox, Leon Sier, Harold Haviland.
- Troy: Elizabeth Domitrovsky, Ruth Chadwick, Leon Lawrence, Clyde Bailey, Dorothy Denton, Doris Brown, Helen Daniels, Florence Day, Clarence Hill, Allene Ford, Gertrude Cassaday, Florence Luper.

## Kentucky Chivalry



YOUR HONOR, I'M EXCUSED DO NOT CHOOSE TO SERVE

Representative Virgil Y. Everette, coal operator, of Harlan, Ky., has made it possible for women of his state to avoid jury duty. A bill, introduced by Everette in the state legislature, making jury service for women optional, has become a law in the state. Few Kentucky court-houses, especially in the mountain districts, are equipped for the conveniences of mixed juries.

- Hazel Link, Henry Doebler, Stanley Scarnicki, Nathaniel Nichols, Pauline Niechmiesowicz, Ida Dixon, Joe Hoseney, Leona Robinson, Pauline Wightman, Southfield: Walter Bushong, Stella Walker, Hazel Christoph, Jack Edwards, Russel Miller, Esther Cunningham, Margaret Johnson, Margaret Rosdiger, George Johnson, Marie Hill, Joe Townsend, Gertrude Asch, Donald Goodfellow, Lois Metteland, John Nahabiden.

able. Especially at night does the driver find it impossible to avoid killing an animal in the road but if reasonable care is exercised during the daylight hours, it will mean a great saving for the conservation cause. Domestic animals and birds, too, fall victims to the speeding driver who refuses to take off the accelerator when some living thing looms in his path. The farmer pays bills every year through losses occasioned by the drivers of automobiles on the roads. The state department is making a plea to drivers of automobiles on the highways to use care when wild or domestic life strays out on the beaten track. Losses are suffered that may take many years to replace, if ever.

## Award Contracts For School Fence

At their meeting Friday night the board of education voted to give the contract for the fence around Pierce School field to the Chain Link Fence company at \$2457. The bid of the Lyon Metallic Locker company at \$190.50 for lockers at the Quaton school was accepted and a contract awarded the company.

Alfred Houston of Chicago testified in his divorce suit that his wife had slapped him at least once a day for twenty-one years.

**TRUCKING**  
OF ALL KINDS

Ashes Collected  
Tin Cans Removed

**Norman L. Shovan**  
316 Lincoln Ave.  
BIRMINGHAM  
Phone 1480-W

# \$3.20

makes



## your whole bathroom as washable as tile...

Hundreds of dollars for a tile bathroom—just \$3.20 for a Mirrolac Enamel bathroom.

Just as clean—just as washable—and so easy to apply you can do the whole job yourself.

Devoe Mirrolac Enamel is different from other enamels. It doesn't drag under the brush. It doesn't leave ugly "lap marks." Instead of three or four coats—just one coat, over an undercoat, gives you the most beautiful enamel surface you ever saw. Come in for a color card.

We sell Devoe Paint and Varsit Products because they are the finest money can buy. No matter what the job, you'll find a Devoe product made to do it just a little better than anything else.



**DEVOE PAINT & ART SHOP**  
147 S. Woodward  
Theater Building  
PHONE 1645

# "We Serve Michigan"

## Elimination of Pullman Surcharge Will Involve Loss of \$40,000,000 to Railroads and Will Shift the Burden Upon Those Who Do Not Enjoy the Service

THE Senate Committee has reported out favorably the Robinson bill eliminating the Pullman surcharge. This action, while apparently a popular one, is class legislation and as such is bound to involve losses not only to the railroads, but to the traveling public who ride in the day coaches and to a number of communities that now enjoy sleeping car service.

TO the Railroads, it involves immediately a loss of \$40,000,000 in revenue annually, which will have to be made up somehow. The surcharge is the only revenue that the railroads get for the hauling of the heavier equipment and the incidental special service of parking this equipment at the stations and in coach yards. In fact, the railroads have always had to pay to the Pullman Company a certain small charge for the mileage of each Pullman car and besides a guarantee of a certain minimum of return covering a period of years. All of the returns for berths, etc., go to the Pullman Company excepting the surcharge.

THE surcharge was found necessary by the United States Railroad Administration. Its continuance has been recommended by the Interstate Commerce Commission after an exhaustive study of the entire question of passenger travel returns.

THE Pullman sleeping car after all is a hotel on wheels. It provides an unusual service. It represents a heavy investment per passenger. The berth charge and the surcharge of 50 per cent which latter is the only revenue the railroads derive from this high class service) together, are not out of line with the charge for a room in a modern high class hotel.

SINCE the Pullman sleeping car passenger enjoys greater comfort than does the passenger in the day coach, he should expect to pay for the added comfort. The Pullman passenger is allotted two and one half times as much space as the person riding in the day coach. The car weight per passenger of the average day coach—assuming that it is filled—is about 6,800 pounds. The car weight per passenger of the average Pullman sleeping car—assuming that sleeper is filled—is about 12,260 pounds. The cost to the railroad of hauling a sleeping car passenger is, therefore, approximately twice as much. Should not the sleeping car passenger pay for these additional privileges to the passenger and the obligations devolving upon the railroads?

ANOTHER illustration: The sleeping car lines to Michigan resorts in summer and to Florida or California resorts in the winter, are seasonal movements. The travel is all in one direction, which means that the return movement is an empty one.

RAILROADS have only two main sources of income—passenger revenues and freight revenues.

THE wiping out of \$40,000,000 annually in passenger revenues involved in the abolition of the surcharge on Pullman fares must inevitably do one of three things—

1. Result in cutting down of passenger train service now provided by American Railroads;
2. Restricting sleeping car service on the less prosperous lines;
3. Or, shifting the burden of the loss upon the shippers of freight.

ANY one of these expedients is unfair to the general public, that section who ride in the day coaches.

IT is a good principle of business at all times to require the person who enjoys a special service to pay for that special service.

THE Pullman surcharge requires just that.

THE abolition of the surcharge, therefore, constitutes class or sumptuary legislation, which is not desirable in this day and age.

THE railroads do not object to governmental regulation by the proper tribunal—the Interstate Commerce Commission—constituted to deal with the transportation industry exclusively.

WRITE your senator or congressman to-day protesting against this uneconomic and unfair measure.

**MICHIGAN RAILROAD ASSOCIATION**

## AUTOIST CALLED ENEMY OF BIRDS

Lansing, June 7.—That the speeding automobile guided by a careless or cruel hand is one of the important enemies of the wild life in Michigan, is the charge preferred by many observing motorists.

Recently one of the heads of the conservation department made a trip by automobile from Saginaw to Lansing, a distance of 80 miles. Strewed along the route he found a partridge, a fox squirrel, a muskrat and four cotton tail rabbits. It was concrete evidence that game was being killed by automobiles.

Any sportsman would have been proud of such a bag, could he have taken it legally, but there it was—murdered on the highway, a distinct economic loss to a state that is making tremendous efforts to preserve its wild life. A little mental arithmetic shows that one bird or animal was killed for every 11 1/2 miles of highway traversed. Multiply this number by the miles of improved roads in Michigan and a stupendous loss for one day is the result. It is admitted that many of these little tragedies are unavoidable.



### READY For the Road Again

After an "O. K." at our garage your car is all set for the open road. Minor repairing . . . greasing . . . brake adjusting . . . washing . . . complete overhauling—depend on us for thorough work. Our service charges are moderate.

**"Towing Service"**  
Phone 301  
**THORNTON'S GARAGE**  
119 S. Woodward

# Judge a USED CAR by the Integrity of the Dealer

Your Buick dealer's high business standing in his community—his solid, long established reputation for fair dealing—safeguard your used car investment when you buy from him.

He offers you a wide choice of used cars—including practically all makes and all body-types; and covering practically all price classes.

He will give you an honest description of any used car in stock. He wants you to be satisfied with the car you buy, for he wants to keep you as a used or new car customer.

Judge the used car you purchase by the integrity of the dealer who sells it to you. Go to the Buick dealer. You can rely upon his word.

## BUICK MOTOR COMPANY

FLINT, MICHIGAN—DIVISION OF GENERAL MOTORS CORPORATION

## ROLLIN H. WILLIAMS

602 S. WOODWARD - PHONE 1200

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM