At 11:45 a. m. Saturday fire oke out in a vacant lot on awson road. The property is wried by C. C. Foster. A bonfire arted the blaze.

Phone your news items to the Eccentric. Phones 11 and 12. Ask for News Department.

David C. Bliesath Blacksmith and General Woodworker

ALL KINDS OF WOODWORKING
AND BANDSAWING
Horse-shoeing and Repair
Work a Specialty 209 BOWERS ST. and 10" CEMENT
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mooth, Rock or Panel Face
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CONTINUE HERE
CO

AUTO AGENCY

Evans-Legg Company E comes Jackson Auto Sale Evans Leaves Saturday

to 11:40 a. m. saturany ire each year of the property is det by C. C. Foster. A bonfire det the foster. A foster det the foster. A foster det foster. A foster det foster det foster. A foster det foster det foster. A foster det foster det

due to its man, transfer tages."

Mr. Jackson will have the Dodge agency for all territory between Detroit and Pontiac.

Fire Place Wood Pocahontas Egg and Lump Lehigh Anthracite Ford's and Solvay Coke

Kentucky and West Virginia Lump

PARKS COAL CO.

Yard, 118 High St.

an Announcement CONCERNING

Automobile Service

Mr. William J. Thornton, for ten years engaged in the business of servicing automobiles in Birmingham, announces a continuation of his business at the former Evans-Legg Co. location at 119 South Woodward. This change will be effective April 1st.

Whatever your needs in motor car service, you are assured of expert and thorough workman-ship at prices that are right.

Dodge Brothers Motor Car Service Greasing and Oiling Relining Brakes
Brake Service Changing Oil General Repairing and Overhauling

WASHING-Small Cars - - - \$2.00 Large Cars - - \$2.50 Storage - - \$5.00 per month Labor - - \$1.50 per hour

"A Phone Call Starts Our Road Service"

THORNTON'S GARAGE

119 SOUTH WOODWARD AVE, PHONE 301 BIRMINGHAM, MICHIGAN

VILLAGE PROCEEDINGS

of office on a two plants of office on two plants of office office of office of office office of office office of office offi

To the electors of the above names To-To the electors of the above names To-shand, State of Michigan: Resolved, that the question of anniex tion of certain territory from the Town ship of Bloomfield to the Village of Bir mingham, Oakland County, Michigan, to

School Enrollment In County Reflects General

BURTON P. DAUGHERTY, Clerk of Said County

EXODUS SHOWN ties that their respective cities Bloomfield townships for 1927, was 23,636. The growth has contained the production of the now completed, show a growth of timude since that time but the figures of the now completed, show a growth of timude since that time but the figures of the now completed, show a growth of timude since that time but the figures of the now county reports a growth.

The complete figures of end in 1925 the total enrollment of the total enrollment of the now county schools in was 19,770. At the end of 1927, Eccentric. Phones 11 and 11 Royal Oak, Troy, Southfield and the records show, the enrollment Ask for News Department.

"Home is the chief school of human virtue. Its responsibilities, joys, sorrows, smiles, tears, hopes and solicitudes form the chief interest of human life." -Channing. Your home is your most precious possession. Build it from good plans, and with quality ma-

terials—to give you lasting satisfaction and pro-tection for years to come. Let us help you get

started. Come in and see our big book of plans, containing many different designs, from small bungalows to pretentious residences. Chances are you may find your ideal home among them.

> Phone 1 & 2

A.C. NOUS BEFOR LUMBER COMPANY

BIRMINGHAM.

WHY ENDANGER ORGANIZED SERVICE?

Copies of the Following Communication to the Mayor and City Council of Highland Park Have Been Sent Officially to the Other Municipalities Immediately Concerned.

TO THE HONORABLE THE MAYOR AND

Of the City of Highland Park, Highland Park, Michigan.

GENTLEMEN:

GENTLEMEN:

In the matter of the application of the Suburban Jitney Association for a permit in the city of Highland Park:

As receiver for the Detroit United Railway and affiliated companies. I object to and protest the granting of any permit to the applicant by the city of Highland Park or any other municipality for the following reasons:

1.—There is at the present time no public necessity for jitney service in the territory in question. We are constantly making traffic cheeks and surveys in the district for the purpose of keeping ourselves advised. The information and data accumulated as a result of a very recent survey has been tabulated and graphs have been prepared, from which it clearly appears that the territory is at present over-serviced in a transportational way. Copies of these tabulations and graphs have been furnished you and we will gladly furnish additional copies to you or any other municipality or to any board, committee or person interested. In this connection your attention is respectfully directed to the present density of vehicular traffic on Woodward Avenue and to the unnecessary additional congestion that would result if jitneys are permitted to operate, especially the congestion at the terminal at Highland Park in the vicinity of the Ford plant. 1.—There is at the present time no public neces-

2.—The municipalities of Ferndale, Pleasant Ridge, Royal Oak, Huntington Woods. Berkley, Clawson and Oak Park have quite recently organized an intermunicipal transportation committee and have extended invitations to the cities of High-land Park, Birmingham and Pontiac to join them in the work of making a thorough survey, investigation and report on the transportation problem as it affects and concerns these various municipalities. The committee is composed substantially of officials of the various municipalities and it is my understanding that the committee is democrated in the various municipalities and it is my understanding that the committee is and tentioning and is accumulating information and compiling data to be used in a comprehensive report on the question of the adequacy, quality, regulation and extension of the adequacy, quality, regulation and extension of the safequacy incenses to operators be taken until the report of this committee is at hand.

3.—The Detroit United Railway and its subsi-

3.—The Detroit United Railway and its subsidiary and affiliated companies have a large investment in track facilities, equipment and plant devoted to the public use in this district. It is the

only organized, dependable and financially respon-sible transportation service in the district. Under present conditions operation is barely paying direct present conditions operation is barely paying direct expenses and faxes with little or no return to the investor. If jitney competition is encouraged or allowed, it must inevitably result in cripping this service to the extent at least of preventing it from extending and expanding where public necessity and convenience may require and conceivably to the extent where it would be obliged to withdraw jits motor transport service completely. In this conceiton was transport service completely. In this conceiton assurances are now here given that in case it shall seem to the authorities at present engage in the north of a survey that litters exprise as such is. It shall seem to be autory that Jitney service as such is required, then the property which I represent will furnish adequate and responsible transportation of this character.

this character.

4.—It is a well recognized economic fact at the present day that efficient and dependable transportation can best be furnished by a transportation agency financially responsible and in the hands of experienced operators. Competition in the common understanding of that term is a demonstrated and proven fallacy. Municipally controlled and regulated operations is the need of the hour. Attention is respectfully called to the experience of the tity of Detroit in its efforts to rid itself of undesired jitney service, the tenure of which is even less secure than would be the tenure of the present applicant should a permit be issued to it by your honorable body as now requested.

5.—The Shuprhan Litney Association on far as I

able body as now requested.

5.—The Suburban Jitney Association so far as I have been able to ascertain, is a so-called non-profit association with no individual corporate responsibility, as has been recently decided by our Supreme Court, and with little or no central control over its members adequate to compel the observance of schedule requirements, and the entire burden and responsibility of regulation and enforcement is placed on the police authorities already seriously overburdened with work in their efforts to cope with and control present day traffic conditions with all the complexities involved.

Should your honorable body desire any additional data or information in our possession, it, will be gladly furnished. Furthermore, I shall be very glad to make any checks and surveys under your direction and supervision that you may deem helpful in enabling you to intelligently dispose of the matter in hand.

Yours very truly,

Yours very truly,

A. L. DRUM, Receiver DETROIT UNITED RAILWAY AND SUBSIDIARIES.

Bids Wanted

Sealed bids will be received at States of the Village Man-ager, Village of Birmingham, up to Friday, March 30, 1928, at 2:00 P. M., at which time they will be opened and publicly read for one No. 112 Bronomy Baler complete with motor and one No. 2 knife shear equipped with motor. Bid should state terms and net price f. o. b. shipping point. Delivery to be made in-side of thirty days.

J. W. PARRY,