

ADDED SERVICE IN D. U. R. SEEN

Reorganization Of Transportation Line Is Announced

Additional and more rapid service for Birmingham between Detroit and Pontiac is promised following the announcement of the formation of the Eastern Michigan Railways to take over the Detroit United Railway system. More buses and street cars will be added, it is expected.

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WE HEARD IT SAID BY—

Mrs. Kate Drumm, 117 Willets street: "I want to thank the men from the Detroit Edison company who put out the fire in my home Saturday morning while my children were asleep. I do not know who they were or I should thank them personally. It had not been one of their efforts my two children probably would have been killed. The kindness of neighbors during the fire was something that makes me glad to live in Birmingham."

of the properties since 1925, issued the following statement concerning the reorganization plan: "The plan will make it possible for the new company to require new cars, track extensions and additional cars for the Detroit district, including the interurban rail and motor bus service to Toledo, Fort Huron, Flint, Lansing and Grand Rapids, and the Detroit street railways and city motor bus system of the cities of Pontiac and Flint, both of which have experienced a remarkable growth in population and passenger traffic due to the enlargement of the automobile plants of the General Motors corporation and of the Fisher Body company," Mr. Drum said.

More Buses for Pontiac "Provision has been made for the purchase of 50 modern light-weight city and interurban electric cars, 30 additional motor buses and for the extension of tracks to serve the substantial growth of population in Flint and Pontiac. A motor bus terminal near Grand Circus park in the center of a large city in which all motor buses will be operated by the end of this year will be the first bus terminal in the center of a large city in which all motor buses will be operated, thereby remedying street congestion.

Kellygrams

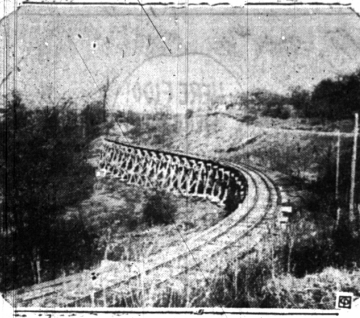
HOW FLATTERY WINS

It is one of the selling rules of a successful big company, which operates in many cities, that clerks shall aim to flatter on boys or children first, rather than grown-ups. For business purposes this might seem silly, but here is the idea: The company specializes in sporting and other goods, and if they can make friends of the boys in that town they are willing to take a chance on stirring the impatience of older folks.

SITE NAMED FOR OLYMPICS

Ireland to Revive Custom After Many Years Of Diaspora Oenach Tailteann is to be revived in Ireland next Summer after a lapse of many centuries. Traditions are words that are more commonly understood, the Irish are about to hold the ancient about 3,000 years ago. The legend of the Long Arm in memory of his foster mother, Teltown Fair is one of the three most famous assemblages of its kind, the others being at Tara and Carman.

DAWES WORK AS BOY SURVEYOR



View of a trestle on the Ohio River and Western railroad, near Bellaire, O., on which Vice President Charles G. Dawes worked as a surveyor years ago. Investigation of the nufrow gauge road by the Ohio utilities committee has been begun, the railroad seeking to abandon the road because of its failure to pay dividends. Originally this trestle was straight, but a landslide converted it into a letter "S." So perfect was the survey made that the structure has remained intact, without repair, for more than 20 years.

WHOS WHO AND TIMELY VIEWS

Growing Understanding Between European Nations Seen

By BASIL MILES American Administrative Commissioner to the International Chamber of Commerce—Basil Miles was born in Philadelphia, Pa., in 1877. He was graduated from the University of Pennsylvania in 1897. Miles began his career serving as secretary to various U. S. Ambassadors in European countries thus becoming acquainted with foreign affairs. In 1913 he took charge of the foreign mail service department of the U. S. postoffice, and later became associated with the U. S. Chamber of Commerce. Miles was in charge of Russian affairs at the U. S. state department during the World War. He served also as secretary of the committee on national preparedness. He has been American representative commissioner to the International Chamber of Commerce since 1923.

More powerful forces than those of politics have impelled the economic "getting together" of the former enemies in Europe. Two often political considerations have dominated European business policies. In this case, natural forces have proved more powerful, although many writers have tried to screen the impact and shadow of a national policy. But Germany and France have natural economic advantages they are associated by the fact that each produces in large degree what the other needs to consume in corresponding proportion—the wines, silks and other luxury articles of France against the varied industrial production of Germany.

Critics are beginning to regard this growing development as marking another milestone in the economic restoration of Great Britain from the continent of Europe. Great Britain turning more and more to the consolidation of the far-flung British Empire as an economic unit, as the other countries turn more and more to their immediate neighbors.

At the same time, Great Britain has not participated as largely as others in the cartellization of Europe, and there is a growing tendency to ignore British collaboration as being too complicated to obtain. The result creates much commotion for those who are apprehensive of the process until Great Britain drifts into another unit—the British Empire.

The first quarter of 1928 showed many tendencies at work which create more apprehensions than others which have preceded them for the reason that European economic cartellization is no longer an ideal of the vague future but something clearly in sight. For lack of a better practical measure, the stabilization of currencies—the life blood of trade—may be applied with remarkable results.

Apprehension that any important country is to have its currency go in off the deep end and descend to the submarine abysses of the past have practically vanished. On the contrary, present apprehensions, as in the case of France, are that stabilization is going more and more in an upward, not downward, direction.

The net result is that Europe has prosperity in clear view. In individual countries this prosperity is already assured; in general it is certainly regarded as imminent.

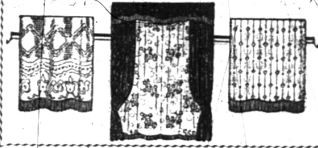
SPRING CLEAN-UP

(May 7th to May 12th)

Suggests

New Lace Curtains and Drapes

BY this time you probably have decided to replace the curtains in your home with something of brighter and newer design. If you have, blame it upon the spirit of Spring. It gets the best of us. Spring housecleaning is not so much of a habit as it is an emotion. We simply must change the looks of things and in order to do so the newer and daintier things of styles creation find ready acceptance. So if "housecleaning" has "gotten" you we suggest that you inspect the many new and lovely designs on sale at this store.



Prices from \$1 to \$6 per pr.

Drape Suggestions Many New Designs in Cretonnes

In Washington, D. C., it was the experience of the writer to learn that housewives took the drapes down in the summer. The reason was simple: it made better ventilation possible. And so we face the warm weather in Birmingham. The old velvets and woofs of winter use must come down. Cretonnes will take their place! Drapes are attractive in any home, but they must be practical, too. And so we take this time to remind you of our wide variety of cretonnes from which to choose these new warm weather drapes.

25c and up

Curtain Materials by the yard 25c to 75c

Fresh shipments of the most recent designs. Selections include Dotted Marquette, White Ecu, Panel Materials, White and Dot Patterns.

F. J. Mulholland Company

119 N. WOODWARD

PHONE 425

Air Record Seeker



Joe Hart, mapped at Chickasha, Okla., before attempting to break the world's airplane endurance record in a monoplane purchased by Chickasha oil men and given to Hart.

BANKS HEAVY USERS OF AIR MAIL, GOVERNMENT SURVEY SHOWS

The air mail survey just completed by the Aeronautics Committee of the United States Chamber of Commerce, shows that out of 100 business concerns forty-one made daily use of the air express; forty-two made occasional use, and four made no use of it whatever. Banks were found to be among the most extensive users. Addressing a recent meeting of the Aeronautics Committee of the American Society of Mechanical Engineers, A. T. Stewart, Secretary of the committee, said: "Savings reported by banks range from \$125 to \$3,000 monthly. There were different ideas, however, as to the size of items which it was advantageous to send by air, one bank considering it profitable to send all items over \$100. Others fixed the maximum per item at \$500; two banks fixed it at \$1,000 and \$2,000 respectively. Mention was made of the saving by the use of air express instead of air mail owing to the difference in rate. One bank had been able to effect delivery an hour earlier by air express than by air mail.

"Insurance companies stressed the saving in time through the use of air mail, and called particular attention to its benefits in gaining good-will, ability to settle losses earlier, quicker delivery of court documents, stolen-car notification and other papers, which could not be sent by telegraph owing to its slowness and the uncertainty of the contents. Mention was also made by one company of its ability to maintain better supervision over its affairs at distant points. "Much favorable comment was made by various concerns regarding the air service. Where difficulties were encountered they usually related to delays in arrival at destination and the suggestion was made in some cases that landing fields should be closer to the cities. "Most of the users recognize that weather conditions are usual causes of delays, but state that they consider the use of the air service profitable notwithstanding a number of banks find they can make connections on some of the routes to advantage, while present schedules for other routes are too early in the morning to make use of or too early in the afternoon to permit the inclusion of their largest items or their full available volume of mail." The committee found that the principal articles sent by business houses are contract and credit letters, sales-production materials, advertising proofs and news pictures. Savings in interest by shippers of packages of money were calculated to be at the rate of 5 cents per day per \$1,000.

SOLAR ACTIVITY CAUSE OF RADIO TROUBLE

Radio transmission is affected by solar activity. Phenomena usually associated with solar activity are sun spots, atmospheric electricity (static), aurora borealis, earth currents, earth's magnetic field and solar constant magnetic disturbances are said to precede high radio values, but no proved theory has been developed to account for the existence and variation of the earth's magnetic field. Mathematical analyses indicate that about 95 per cent of the total field is due to internal forces part to the vertical atmospheric conduction current and 5 to 8 per cent may be due to forces outside the earth. This latter amount is equivalent to approximately the total disturbance occurring at times of so-called magnetic storms. The correlation of magnetic storms and sun spots and the diurnal variation in the earth's field dependent upon local sun time rather than universal time suggest that the sun is responsible for part of the field. Practically all great magnetic storms occur simultaneously (to within a minute or over the entire earth) and because of the tendency to recur every twenty-seven days the explanation has been advanced that the storms are due to more or less sharply defined streams, at least in the advance front, of electrons emitted from disturbed localities on the solar surface.

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