

# The Eccentric

PART TWO

FIFTY-FIRST YEAR—NO. 28

BIRMINGHAM, OAKLAND COUNTY, MICHIGAN, THURSDAY, OCTOBER 25, 1928

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## HOUSE OPENS THRIFT SHOP

The Community House is to reopen their thrift shop Saturday at 2 p. m. in Room 4 of the First National Bank building at Woodward and Hamilton avenues. Mrs. O. F. Beier, chairman of the committee in charge announced.

The shop is to be open Wednesday and Saturday afternoons from 2 to 5 p. m. and will offer clothing at a low cost. Mrs. Beier stated: "We found that the last year the thrift shop met a great need in the village and we hope that this year we can double our service," she said. A space in the basement of the new Community House is to be reserved for the new thrift shop according to the present plans, Mrs. Beier stated.

"We wish that all persons having warm clothing which they could give to the shop would bring their donations during our hours on Wednesday and Saturday," Mrs. Beier said. She is assisted on her committee by Mrs. B. R. Winborn and Mrs. James White.

## Glimpses

at and about BIRMINGHAM

By RAYMOND GIRARDIN

### THE NEXT GROUP OF American ballads should be based on truck drivers. It strikes me they furnish material for any number of tales that may be put to song. Aside from their darning in traffic, their disregard for the world in general, they are supreme in the manner of getting on with the ladies... all ladies.

I remember when the first auto trucks were in use—shortly preceding the disintegration of the wooden block pavements. I stood wide-eyed, beside my rocking horse as the driver of a great rattling truck called out all sorts of familiarities to a disdainful young woman who maintained her dignity and obliviousness despite both the hat she wore—which contained, for decoration, a sufficiency of straws to landscape the new municipal building, a stuffed bird, of some sort, and a bunch of

### WE HEARD IT SAID BY—

Police Chief James Anderson said persons who are leaving Birmingham for any length of time, as a great many soon will be leaving for the south, will notify the police department, a special watch will be made on their property. It also is necessary that they leave with us their addresses while away so that they may be notified if anything goes amiss.

gent handbook to book reviewers—similar to guide books to members of the plumbers and bartenders industries—for an auto daily, in the public square of every town, with reviewers as the victims and both authors and readers of reviews as the smiling, heavy-breathed driver.

From the time I became aware that 1. books are written; 2. that books are subsequently reviewed; I have been idiot enough to take an interest in both books and reviewing. I don't say, for as a result I have only muddled thoughts, steadily dimming eyes and a gargantuan hate for most persons who take upon themselves for one reason or another, the duty of the reviewer.

### Adler's Gloves

"fit for everybody"

Strongly sewed and trimly cut for smart appearance, featuring new shades of tan. Choice of leathers to select from.

\$2.95 up

### Superba Neckwear

is superlative

Quality made of quality material. A seemingly endless variety of designs and materials. Ties to please every taste. Three great groups at—

\$1 - \$1.50 - \$2

### Gay Neck Scarfs

They blend with the seasons coloring to perfection—An irresistible variety of shades and patterns, including striking effects in black and white. Reasonable, too, at—

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## Men's Wear That Reflects The New Season and You

### The Measure of True Value

After all, the only basis to judge the worth of the things you buy, is in the length of service they will give. Cheap articles may look just as good, but the real difference comes out after a short period of use. You will never be disappointed in the worth of anything you buy here.

R. E. Davidson



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BIRMINGHAM MICHIGAN

## A Western Journey

Frisco To Birmingham

Note: This is the third of a series of four articles for The Eccentric by Dr. Erichsen, on a recent western trip. The series will be concluded in the next issue.

By DR. HUGO ERICHSEN  
That stretch of the Southern Pacific, which extends from Ogden, Utah, to Reno, Nev., is probably the dreariest and most desolate part of the whole road. The only interesting thing about this line, if you start, as I did, in the morning from Ogden is the famous Salt Lake Cut-Off, which crosses the northern arms of the great Salt Lake and which is encountered soon after you leave Ogden. It was constructed to take the curves and grades of the original line around the northern end of the lake and was formally opened Nov. 13, 1903. The Cut-Off runs for 72 miles on land and 30 miles on rockfills and heavy trestlework. Promontory Point, which is approximately half way, separates the east and west arms of the lake. The railway extends nine miles across the eastern end and five miles across the Point, passing through a cut 3000 feet long. West of Promontory Point the line is carried across the west arm on a causeway 20 miles long. Since the lake's southern shore is 35 miles away, beyond the islands seen in the distance, and since you see water on both sides of the track, this trip across Salt Lake is truly a great novel experience and literally like "going to sea by rail."

**Salt Lake**  
Salt Lake is one of the most remarkable bodies of water in the world. It is said to contain one pound of salt in every 5 pounds of water, of which 13 ounces is common salt. At Promontory Point I noticed some salt works that operate on a very simple principle. They consisted of a number of concrete basins which were flooded with the water whereupon this was allowed to evaporate leaving the salt. No wonder that the causeway of the Cut-Off is encrusted with salt wherever the lake comes into contact with it. Although Salt Lake covers an area of 2000 square miles, it is practically devoid of life; the only living creature that is able to exist in it is a tiny shrimp not exceeding one-third of an inch in length. After you leave the Cut-Off, the journey becomes monotonous and all you can see, on both sides of the track, is the desert full of sage-brush, with mountains in the remote distance. Here and there, of course, the monotony is broken by a brief stretch of Nevada mining-town but in general my description will hold. Most of the way the wagon-road runs parallel with the railway and occasionally we saw an automobile gray with dust. After leaving Reno, where the route runs among the foothills of the Sierra Nevada range, I understand the scenery becomes more picturesque but since we traversed that section by night, I am unable to give a description of it.

California. Rapidly we passed through Richmond, where the Standard Oil company refines petroleum carried by pipe lines all the way from its great oil fields in the San Joaquin valley. Berkeley, the site of the University of California, and presently brought up in front of the Oakland Pier Station where we boarded one of the ferry steamers of the trans-bay service to San Francisco. We landed at the foot of Market street, after a trip of 4 miles that was made in about 18 minutes. The Bay of San Francisco is one of the largest land-locked harbors in the world; it is from 5 to 15 miles in width, the water area covering over 450 square miles and providing 40 square miles of good anchorage. As you approach it, the Golden Gate City rises impressively on its hills, the foreground bristling with the tall buildings of the business section. Telegraph Hill, comprising the Italian quarter, is the first eminence on the right and beyond it 949 see Russian Hill, a fashionable residence district while Nob Hill appears in the center, over the clock tower of the ferry building.

I spent the whole day in Frisco and made one of those comprehensive tours in a rubber-car, finally, late in the afternoon, wandering leisurely through Chinatown up Grant street, via Columbus avenue, where the Italian section begins. As I spent another afternoon in the Golden Gate City, two days later, and prefer to treat both visits as a whole, I will revert to this subject further on.

**Convention**  
Reorganizing San Francisco Bay, I put up at the Hotel Oakland, where the annual convention of the Cremation Association of America, which I attended as a delegate of the Oakland Pier Station, was scheduled to be held Sept. 21 and 22. This is not the place to refer at length to the convention except to say that Miss Alta Phillips, the youngest and prettiest columbarium manager in America, who had been visited the new Gothic chapel at Oakland, which was erected by Mr. Lawrence F. Moore, the present president of the Cremation Association of America, at a cost of a quarter of a million dollars. It was designed by Julia Morgan, of Oakland, and fairly explains the spirit of reverence and consolation that should encompass every funeral. It is, in the most artistic and beautiful, consequence, I have no hesitation in predicting that it will become, in due time, the Mecca of all art-loving visitors to that part of the Golden State. I (Continued on Page 6, Part 2)

## Bittersweet Vines

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