

STRESS LAWS IN TALK HERE

Traffic Director Urges Exchanges to Cooperate

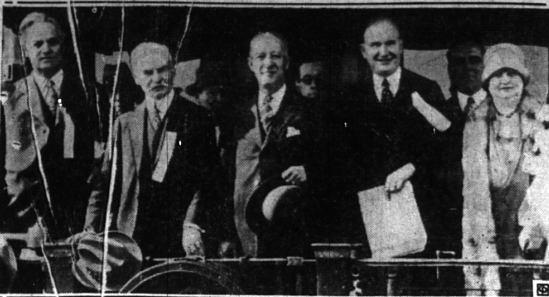
The only way to reduce accidents and fatalities on the highways of the country is to obey the law; to be courteous on the road; as well as in the office or the home; to be watchful whether you are driving a car or are for the time being a pedestrian; to be con-

'Drunk' in Detroit Means Just That, Speaker Declares
Who have 12 judges in Detroit, part of the time, and yet no two of them will agree on just what constitutes driving while drunk, said H. O. Rounds, Detroit safety director in a talk here. "So, believe me, when you read or learn that some person in Detroit was found guilty of driving while drunk, you may rest assured that such was the case."

scious of traffic hazards, to realize that our streets, once safe for children to play in, are now thoroughfares of extreme danger to human life.
This is what H. O. Rounds, director of traffic and safety for the Detroit Automobile club, told members of the Birmingham Exchange club Tuesday noon at the Lane Pine Inn. Mr. Rounds, for 10 years a member of the Detroit police department, was the guest of Village President H. T. Eilerby.

First Law of Nature
"Self-preservation is the first law of nature, yet society is not preserving itself successfully on our highways because it has not yet become fully conscious of the rules that lie behind traffic safe-

AS MONTANA WELCOMED PRESIDENTIAL CANDIDATE



When Governor Alfred E. Smith and his party stopped at Billings, Mont., on his western campaign, they were welcomed by both of Montana's senators and its governor. Left to right, above, J. E. Ericson, governor of Montana; Senator Thomas J. Walsh; Smith; Senator Burton K. Wheeler and Mr. Alfred E. Smith.

ty," said Mr. Rounds. "With the automobile came good roads, with good roads came rotten drivers; and with rotten drivers have come bad traffic laws. We are improving our traffic laws, however, because of our experience with them, yet with better traffic laws there exists an almost total disregard for such laws. The result is a crimson banner of accident and fatality that has stretched itself across our continent."
Mr. Rounds believes that pedestrians and motorists are equally responsible for accidents. He thinks that one reason so many adults are killed is because, as pedestrians, they are not conscious of the traffic danger on the streets; they are governed subconsciously by their own early days when nothing but

horses and oxen were the motive power for vehicles.
Questions Members
"Accidents occur in emergencies—they do not just happen, for there is always a cause behind them," stated Mr. Rounds. "Do you put out your hand as you start away from where you were parked at a curb, so that the motorists behind you may govern themselves and avoid hitting you? Do you, when you approach a street intersection, give the right of way to the chap at your right? Do you take into consideration the inability of children to watch for automobiles when you drive down a street where there live many children? Are you always able to stop your car within the limits of your vision, especially on dark nights? Do you know even a few of the state laws and city or village ordinances governing traffic? In other words, do you know as much about the rules of the traffic game as you do about a game of cards? A game that, instead of giving you the chance to lose only a few nickels, may cost you or another your life or your liberty?"
"What we need in order to decrease motor hazards is a full appreciation of its hazards, a consciousness of motoring danger, willingness to exemplify decent courtesy on the road."
Teaching street hazards to children in our schools, as well as at home, was declared by the speaker to be necessary. Cities that enforce their traffic laws can decrease fatalities and accidents, but police departments that "pull" as high as 50 percent of their charges against offenders, on the ground that those offenders "know" the man in the stone house, are bound to obtain mounting accidents and deaths on their highways, he said.

The Diary of a New Yorker

by CLARK KINNAIRD

Exclusive Central Press Dispatch

New York—Whenever a ban is placed on short skirts, or one-piece bathing suits, or stockings for girls or the like in a small town, the matter gets into the papers, and eventually into the American section of the American Mercury, and a lot of persons in New York laugh at the "stick towns." But nothing is ever said about the similar bans that are inflicted in New York.

Many great concerns have office rules specifying the different styles, colors and colors which will not be tolerated in their feminine employes. Some even prescribe so definitely that the girl employes wear what amounts to a uniform, and they are completely depersonalized as far as costume is concerned.
More than one financial house in Wall Street requires men employes to wear starched white shirts, short dress coats and braided trousers; and soft collars and sweaters even among the clerks are taboo. The firms' reason for this strictness is that customers get the idea that a financial house is frivolous and untrustworthy if the employes look unbusiness-like, i. e. comfortable.
One business house requires that a matron inspect each girl employe every morning to insure that what they wear will not detract the attention and lower the efficiency of men workers.

Another difference between small towns and New York is that in the former there is a place for persons in the streets to sit down. In front of stores, or in stations and the like, there are friendly benches or chairs. In New York one has to go home or buy a ticket to a movie theater and wait inside for half an hour before there's a chance to rest the "doggies."
Few hotels have more than one or two lounges in the lobby, although the Hotel Pennsylvania is a conspicuous exception. Most of the seats have been taken out of the grand Central station. There aren't nearly enough seats in either the Pennsylvania and Grand Central upper levels, from which the trains to distant cities depart. Hundreds of restaurants have one uncomfortable stool, which may be used by customers only, and even in many of these places more persons are served standing up than sitting down. The larger soda fountains removed their chairs long ago. There are few benches in Central Park, considering the thousands who go there, and cops see to it that no one sits on the grass. And in all the length of Broadway, except in Madison Square and City Hall Park, there is no place for the pedestrian to rest his feet. Approximately one third of the persons who use the subway, elevated and surface cars are able to obtain seats.

New York's a place you have to stand on your feet.
You CAN'T sit down.
In small towns on Sundays, husbands walk the children; in New York on Sundays, husbands walk the dogs.
In North Dakota there is a law compelling that a copy of the Ten Commandments be displayed in every school room.

STATE HIGHWAY WORK FOR '29 PROMISED ON EXTENSIVE SCALE

(Special to The Eccentric)
Lansing—With the highway building program for the present year drawing to a close, Gov. Fred W. Green, with Highway Commissioner Frank F. Rogers and members of the highway committee of the state administrative board, are at work on the program to be carried out next year, which promises to be the most extensive in the history of the state.
With favorable weather during the next few weeks, the state highway department will have rounded out the 1928 program with 350 miles of pavement, and 117 miles of other types of road, the peak of construction.

Outlines Plans
In outlining his plans for the 1929 building season, Gov. Green has insisted that the state concentrate on pavements, and get as rapidly as possible. The heavy tourist traffic this summer has demonstrated again that gravel highways will not stand up under the heavy traffic demand upon them, whereas during the present year there was a reduction of 38 miles in the amount of gravel highway constructed, this reduction will be even more next year, he said.
During the present year the state has spent \$4,787,000 in maintaining its highways, an in-

crease of 24 per cent over 1928 and with more than 600 miles of improved highway added to the system this year, the maintenance budget for next year will be well over \$5,000,000 mark.

The highway department has been busy for some time getting its snow removal machinery in shape for the first real storm of the coming winter. Last winter 6,816 miles of highway were kept clear of snow, an increase of 111 miles over the previous year, and for the coming winter Gov. Green has insisted that every important trunk line be kept open. As the result of the large amount of money spent this summer on maintenance work, the state trunk lines are now in the best shape they have been in many falls past, it is reported. The maintenance work will continue right up to the freeze up, and such other maintenance work as can be done during the winter months, will be carried out.
During the year now drawing to a close, counties have received from state highway funds in excess of \$11,000,000, by far the largest amount in the history of the state and 55 per cent more than paid them in 1926. During the next two years the state's debt to counties for construction of the state roadward roads will be wiped out.

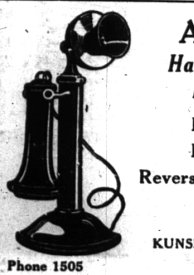
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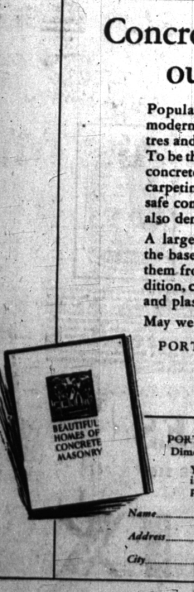
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