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## WINGS UP THIS YEAR

Report Show Construction Is Heavy Here In '29

Seventy-five buildings have been completed in the village so far during 1929, according to figures made public today by Donald C. Egbert, building inspector. Construction is also under way on 59 buildings, the report shows. Plans are also under way for three more structures in the village.

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ward with the largest and most comprehensive improvement program in which the state ever engaged.

For years the State's neglect of the insane, the feeble-minded and the epileptic has been a disgrace. It has been a reflection on our humanity and a menace to our security. Within the past few weeks we have had murders by insane persons and an instance where a feeble-minded child committed to the Home for Training School at Lapeer two years ago died of neglect because that institution could not receive and care for him.

"When the buildings have been completed, which plans and specifications are now being made, Michigan will have remedied the omissions and neglect of twenty years. This program will not only provide for additions and improvements in the present institutions, but calls for the establishment of an entirely new hospital for mental defectives.

While caring for the long-neglected human side of our government, we have also carried on all the State's other activities. Highway construction, which has sometimes been considered the measure of success and accomplishment of the State administration, is going forward more rapidly than any time in the history of the State.

"We are financing our present construction work by paying back annually a portion of our highway bonded indebtedness and taking care of our back debts to counties and contractors. Operations today are on a 'pay as you go' basis. Michigan's present plan of providing highway finance has proved most successful. Even agencies that were definitely opposed to us at the start have now come over. The Michigan system of a license tax and three cent gasoline tax recently approved at an interstate conference of governmental officials as the most practical and just method of financing highways that has yet been devised.

"While devoting more energy than ever to highway construction, the administration and the citizen at large are endeavoring to make our State a place of leadership in the next stage of transportation development. Although there is a general recognition of the importance of air transportation in this country, it is one of the ideas where the tendency is to leave the activity to the other fellow unless any forward looking program is concerned.

The 1929 Legislature created a State Aeronautics Commission and made provision whereby the State, the counties and the municipalities may follow a unified plan in constructing landing fields and airports. Michigan has built up the type of production and industry that is fitted to build airplanes and the origins of that system of production, Henry Ford, has applied it with unprecedented success in this new field. It is to be hoped under the guidance of this newly created Commission, Michigan will ever remain in the forefront in aviation activities.

We are constantly expanding our roads system and our projected system of landing fields stimulates the growth of Michigan's second largest industry, the tourist trade. To my mind the value of Michigan's millions of acres of forest lands is greatest from the standpoint of the human health and happiness they are providing.

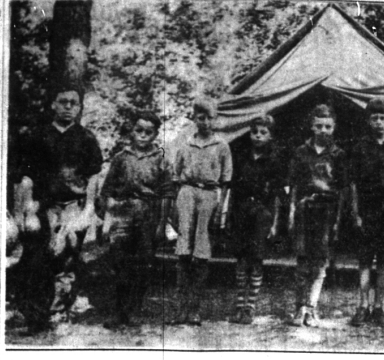
"We did not make this land of lakes and streams and green forests. We are merely custodians for the men and women and children of our own and surrounding states. We must justify this trust in behalf of not only the present, but future generations, developing and caring for these wonderful natural resources.

No Announcement  
"Many have suggested in as much as I announced two years ago that I would be a candidate for re-election to the governorship that I should today make an announcement.

"The people of Michigan are interested only in good government. I am interested in giving it to them as far as lies in my power. I feel that if I should announce that I was a candidate for office at this time, after serving less than eight months of a twenty-four month term my effectiveness as governor would be virtually lessened. I would be virtually starting a campaign and inviting the enmity of all those and their friends who aspired to the office which I was seeking, and my attention would be taken to a greater or less degree from the work that I feel is so vital to Michigan.

"If I announce that I will not be a candidate there will immediately be more interest on the part of many as to who is to be my successor than in the work to be accomplished. Therefore I believe Michigan's interests are best served when I say to you, I do not choose to announce."

## 'Y' CAMP LEADER TELLS LIFE LED BY VILLAGE BOYS IN SUMMER



Above is a typical camp with Birmingham boys and their leader, the author of the article which follows. From left to right are: W. E. Peck, Charles Bellanger, William Cole, Junior Hoover, Junior Wilson, Richard Dick, Robert Thompson and William Collins.

By W. E. PECK  
"Eighty-two boys home from 'Y' camp" ran the headline in last week's Eccentric. For 10 days these boys lived together along the shore of Lake Capeneconic near Fenton. Contributions of those interested in Birmingham Y. M. C. A. work made it possible for these boys to live out in the open air, among "God's first tents," as Bryan called the groves, and to get a glimpse of the significance of the Young Men's Christian association.

The first day was full of anticipation and interest. For many of us it was the first time we had lived together. We became acquainted with new surroundings, new faces, new friends. Director Latourette, to me an old friend, made each of us soon feel "at home."

Two councils were organized this first day: the camp council, a group of boys selected for the handling of special camp problems such as discipline and special programs, and the athletic council, a group of boys selected for the handling of special athletic tasks. The following boys were elected by their tentmates to the camp council: Hoover, Hoofnagle, Logee, Ben Scott, Foreman, Russell and Thomas. The council elected Logee president. The following boys were elected by their tentmates to the athletic council: Robert Thompson of West 6. (We had two Robert Thompsons in camp.) Mudger, Murphy, Forrester of West 3, Allen, Richardson Forrester of East 2, "Bud" Donaldson, Wiseman, Porter, Phillips, and a representative from East 3. The council elected "Dick" Forrester president.

Organize Teams  
Four playground ball teams were organized the first day: the Tigers, the Lions, the Wildcats, and the Bears. Organization was by tents but joining a team was voluntary. It was my privilege to umpire the games. Each game was an exemplification of clean sportsmanship. The last afternoon in camp the leaders played the campers. The leaders won 3 to 1 and according to agreement the losing team went into the lake with their clothes on. Irwin Neff umpired. He went into the lake also.

Two hard ball games were played. The west side leaders defeated the east side leaders. Camp Capeneconic defeated the near-by Scout team 20 to 1. Bruce Schwarcz knocked a home run.

The first day swimmers were distributed: red to beginners, yellow to swimmers, and blue to advanced swimmers. During the ten days the following advancements were made:  
Tuesday: Red to yellow; Stark, Latourette Jr., Dick, Huff, Yellow to blue; Jean Beier, George Scott, Sam Bell, "Dum" Donaldson.  
Wednesday: Yellow to blue; William Gail.  
Thursday: Red to yellow, Don-

has already been made. It is difficult for some to see what journalism has to do with camp life. We had plenty of opportunity to develop boys who were journalistically inclined, however. It was our custom at campfire each night to read a camp paper. All news in this paper was supplied by the boys themselves. The following were responsible: William Collins, Morris Geisel, Harold Atwell, Charles Bellanger, Robert Henry, Junior Wilson, William Cole, and Charles Allen. The last two nights the paper was written by these boys.

One campfire was devoted to the stage of the new lodge. Here no stage fright stifled the talents of the boys and they put on a worthy entertainment. Another campfire, under the direction of Mr. Richards and Mr. Edwards, was devoted wholly to music. At this time about eight or nine boys competed. Mr. Edwards and Mr. Richards judged and the first places went to Robert Bailey and James Lowman. Other campfires were made cheerful by the singing directed by Mr. Edwards and Irwin Neff.

We had as a camp motto: "Each for all and all for each." Every camper caught the spirit of that motto. Persons who had boys at camp can tell better than the leaders to what extent that spirit has been made permanent.

No record was kept of the progress in diving but this phase of camp life was not neglected. Sunday visitors have an idea what Jack Lambie and Willard Snyder accomplished in this direction. I saw nine-year old Charles Allen, hardly three and a half feet tall, dive from the high tower. It was a spectacle which would have thrilled the most particular audience.

Journalism  
Last week's Eccentric mentioned the group studies conducted at camp. Each boy selected his own study. One group, headed by the mentioned, was a class in Journalism. Mention of my class in journalism

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not been ascertained, but it is thought they still harbor the same disbelief that Walter Balko attempted criminal assault on Miss Fay Williams, companion of McKillohan, as was testified.

The reward of \$250 offered by the county for the solution to the murder mystery that baffled police throughout the State for weeks was paid to Bruce McDougal on recommendation of Norman C. Orr, prosecutor. McKillohan, a friend of both Orr and McDougal, told Orr of the confession McKillohan made to him and later brought the self-confessed slayer to the prosecutor's office.

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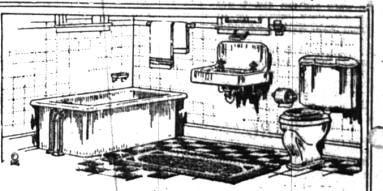


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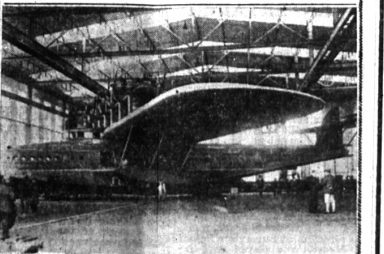
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## THE WORLD'S LARGEST HYDROPLANE



Now that the S. S. Bremen, German-built passenger liner, has broken all trans-Atlantic records by nine hours, another record breaker has been completed in Germany. This record breaker is something new in flying machines. This flying machine is so big that on an official suspension trip, it took visitors just three hours to see every part of the Queen of the Air. The photograph that is presented here is that of the world's largest hydroplane, The Dornier Superpal Do "X". It is expected that the ship will attain a speed of more than 250 kilometers an hour. With such remarkable progress being made in the field of aviation it will be but a matter of a few years before giant air liners will be competing with equally gigantic ocean liners for the commerce of the world.—(Herbert Stinson.)