

DANCE SEASON AT COMMUNITY HOUSE OPENS

First Of Popular Weekly Affairs Takes Place—On Saturday

LARGER ORCHESTRA

Birmingham's young people are looking forward to the first Community House dance which will take place Saturday night. Following that, there will be dances every Saturday evening between 8:30 and 11:30 until the last of April.

The dances are open to all boys and girls of high school age, according to Mrs. Roland H. Mann, who is in charge. Mrs. Mann wishes it stressed that they need not be high school students, the matter of high school age being the only limitation. "Later, perhaps," said Mrs. Mann, "when we have more commodious quarters, we may be able to remove that restriction. At present, it is necessary to enforce it, as boys and girls of that age will not mix in a small group with older people."

Max Gail's orchestra has been re-engaged to furnish the music. There will be three pieces this year, instead of two used for lack of space in past years. There is an admission charge of 25 cents apiece. Mrs. Mann, and Mrs. Harvey Whalen, who conduct the parties, are looking for a good attendance. The dances have been held for three consecutive years in the community house.

WE HEARD IT SAID BY—
 High Wilton, local druggist: "In these days of depression in industry, the need for organized charity becomes more necessary. We must always remember, though, that when we do uncover a family in need whose father or husband is lazy and shiftless, or for other reasons does not show a willingness to do his best, that little children are in it we must look after them. Children cannot pick their parents, and ought not to be held responsible for their nets."

Try An Eccentric Classified Ad.

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way Company beyond a fair deal. "It is not a fair deal to increase fares from 18 cents in 1923 to 40 cents in 1929, or an increase of 125 per cent. There is not even commodity in use by the average citizen that even approximates that increase. That probably answers the query why automobile companies who have reduced prices and made millions, while the late lamented D. U. R. abnormally increased prices and went into the hands of a receiver.

"It is not fair to Birmingham to increase interurban street car fares from 30 cents to 40 cents or an increase of 33 and one-third per cent and leave Royal Oak and southern points as they were. That isn't justice, it's rank discrimination. The fare to Royal Oak is only 18 cents and it's 40 cents to Birmingham.

"It is not fair to Birmingham passengers to force them to stand out in the weather as we do. Birmingham to await cars and buses—also bus passengers in Detroit have no waiting room and no ticket inducement. That is a voluntary gesture that can cease to exist tomorrow. It is the base fare that controls the situation. That was our experience a few

years ago. Tickets were introduced for a while and stopped. It is not fair to Birmingham citizens of Birmingham for the Eastern Michigan Railway Company to transport from Detroit to Pontiac. The amount of fare is out of proportion to the cost of transportation rendered. Other cities are far away and ahead of Detroit and Detroit is not a center of transportation. In New York, Chicago, Pittsburgh, Philadelphia and Boston, much farther and more convenient for 40 cents than out of Detroit.

"Up to now citizens of this community have sat back complacently and stood for continual increases in fares without commensurate service. The worm has turned.

"It is within the province of this commission to control fares within the corporate limits of Birmingham—for instance the bus fare to Lincoln avenue from Detroit is 45 cents. That is prejudicial.

"It is within the province of this commission to control the fares of Birmingham before the State Utilities Commission and to see that they are not discriminated against as has been the case heretofore.

"So we are appearing before this body asking that interests of Birmingham citizens be protected.

Commissioner Lawrence Hulbert then asked Mr. Elliott what was his opinion of the bus service. "The express buses give fairly good service," he said, "but not 45 cents worth. You can't depend on the service from Detroit. And the local service—I'd hate to tell you."

Mr. A. B. D. Van Zandt questioned about the Public Utilities Commission's approval of the fare increase on a brief notice replied: "The change in bus fares was issued Nov. 25, effective Nov. 25 and the change in the interurban fare, Nov. 30, was effective Dec. 3," he replied. "When I appeared before the commission in private meetings to discuss the proposed change in the bus fare I did not know that a change in the rail fare also was expected."

Mr. Van Zandt also stated that many people now use their own automobiles to take them to Detroit that the other transportation systems have suffered. Royal Oak entered into a franchise agreement with the transportation company, advanced them \$50,000 for construction of tracks through its city on the condition that the fare would be raised to 40 cents. Van Zandt said in explaining the fare of 18 cents to Royal Oak from Detroit is not a fair fare of 22 cents to Birmingham.

"What's been the effect in the number of expenses necessitated immediate action," Mr. Van Zandt replied. "The rates are subject to review at any time. We are absolutely in the red."

"How long have you been in the red?"

"Almost since the Ford activities in Highland Park were shut down."

"Are you in the red every month?"

"Yes, all of this year."

"Is it necessary after being in the red a year to give the people a three day notice of an increase of fare?"

"The immediate action was necessary. I know the affair is serious and we are perfectly willing to open our books for examination at any time. We couldn't meet the payroll. The express buses have brought in no money. I attribute the loss in business first to the ceasing of the Ford activities in Highland Park; second, the situation in Pontiac is not altogether pleasant. The trend is against us for this reason: the people did their shopping in Pontiac and now they don't. The result is that our loss of income is getting even less."

Mr. Ellerby asked, "Is there any prospect of a further increase?"

"No," answered Mr. Van Zandt, "I hope not."

"The maximum under the law we are allowed to charge is three cents a mile and we will have to put the maximum effect on the Flint division on Friday."

"I don't think that even you, as a representative of the company can say that the service has been improved," Mr. Ellerby continued.

"Certainly not," Mr. Van Zandt said.

"We haven't had the business."

Mr. White then asked if the percentage of ticket purchasers was able to increase. "At present about 20 per cent of our riders buy tickets, and we expect will buy them regularly in the future," E. M. Maddox, Birmingham manager of the Eastern Michigan Bus Lines answered.

Mr. Maddox said that the company now has 77 buses and that a year ago last June they had 53. Forty-nine have been purchased since that time, he said, and seven buses are under construction and morning express service and nine for night express service,

WE HEARD IT SAID BY—
 J. H. Stever, optometrist, of east side Birmingham: "Many people who have travelled in the west are of the impression that San Francisco's climate is not very good. Most of these people, however, have visited San Francisco in the early spring, after having spent the winter in Los Angeles, or some other lower point in California. Therefore, since they visit San Francisco during the two or three months of the year they think it quite disagreeable. As a matter of fact, though, the two best months in California are, in my opinion, San Francisco or Oakland, and San Diego."

with 25 buses on regular local service.

"Mr. Van Zandt," asked Mr. White, "I believe that your attorneys have agreed that the expiration of a franchise has nothing to do with its life?"

"The Supreme Court said they were wrong," Mr. Van Zandt answered, smiling, and the audience chuckled.

"There is an obvious bias of some kind in the report of the Inter-City Transportation Committee," Mr. White said. "I believe that you are in contact with the Public Utilities Commission."

Commissioner Lawrence Hulbert declared, "I understand from Mr. Van Zandt's talk with us before that it was all 'cut and dried' at Lansing and that he was doing in appearing before us was to let us know that it had been arranged."

Mr. Elliott then demanded, "Have the citizens any redress at all? What can a citizen of this village do?"

"I agree with Mr. White," said Commissioner Hulbert, "that we should lodge a protest."

James W. Parry, Village Manager, expressed his protest to the commission and the audience that the Inter-City Transportation Committee's representatives affected by the fare change had met to discuss the matter before the Public Utilities Commission. The municipalities represented, he said, were Royal Oak, Berkley, Pleasant Ridge, Ferndale, Eastington Woods, Clawson and Birmingham.

Louis B. Saunders of the Bloomfield Transportation Company intimated that, while he might not object to a bus route or jitney line along the route if he were able to obtain enough business to present to the utilities commission, he did not have permission of the communities through which such a line would have to operate.

Commissioner Hulbert moved that the commission send a committee to the Public Utilities Commission expressing its feelings at the increase in street car and bus fares without the usual 30-day notification and that Mr. Ellerby and Mr. Parry be appointed to represent Birmingham on the committee of North Wood ward municipalities investigating the situation.

VILLAGER GETS DEMOLAY POST

A villager today holds the office of treasurer of the Detroit district Demolay, following their annual conference last Saturday at the Masonic Temple, Detroit. Frank Higby, of the James S. Hasbarger chapter, was named to the post.

Other officers are: Master Councilor, Gordon Birgauer; Loyalty chapter, Senie Councilor, Otto Heid, Flinthead chapter; Junior Councilor Clinton Titcomb, Palestine chapter; and LaRoy Adair, Loyalty chapter.

James Spence, of Birmingham, was toastmaster for the banquet which preceded the election. He also served as chairman of the nominating committee.

The Birmingham chapter was accorded another honor when it was named third in the contest for the attendance banner. Six villagers appeared on the program for the conferring of the initiatory degree.

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Miss Margaret Bell. The interior finish will be of a light greyish green, and the furniture will harmonize.

The sunparlor, with its large bay window, is to be made into a ladies' parlor. The bay window will be furnished with benches around the wall. Its floor will be covered with a fine carpet, which will be removed only for dances. Folding chairs and tables will be set up for concerts, plays and banquets. The men's lounge will have permanent card tables in it, with comfortable places for reading and smoking. It will be convertible into a lunch room for men's clubs.

Provide For Bridge Parties.
 The women's room on the second floor may be transformed for bridge parties. The business girls will have a room which they will furnish. On the lower floor will be room for girls and boy scouts, each brightly furnished, and large enough to seat 30, dressing rooms for the auditorium, and a games room for boys, with billiard, checker, and cue roque tables.

No wall decorations have as yet been provided, but small groups are considering making donations of tapestry, prints or pieces of building in its first month by sending out invitations to hold their meetings in the new building free for non-day clubs. "The building was framed to please the people of Birmingham," she continued. "A cheaper building might have served our material needs as well, but there is no reason why we shouldn't construct an addition to the town in an aesthetic sense as well as in a useful sense."

Warren Pease, of Buckingham, would like to please the building committee to please the people of Birmingham people in that it will make them community-conscious. "Residents of Detroit and of the suburban city to Detroit," said Mr. Pease, "have not yet acquired the suburban idea, they have, for



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moved to Lansing with his parents. After he had been married six years to Mrs. Naomi Saunders, who resides here, he returned to Detroit and engaged in the automobile business where he was sales manager for the Buick Automobile Company. Mr. Saunders came to Birmingham seven years ago. He owned the Buick Sales Agency here.

He was a member of the Masonic Lodge No. 35 of Lansing, the Detroit Consistory, F. & A. M., the Oakland Hills Golf Club and the Birmingham Country Club. His mother was for many years active in the work of the Order of the Eastern Star, and the White Shrine of Jerusalem in Lansing. Mr. Saunders' father died eight years ago.

Besides his widow he is survived by a son, Jack, 11 years old. The other near-neighbor is an uncle, Jay Lear, of Lansing.

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had obtained their approval. Mr. Reynolds said that his cab service had been an advantage to the village transportation for six years and that he had no complaints of the location of his cab stand has been made.

Mr. Shaw said that if it would be to the village's advantage to move the cab stand or call box within the next three years he would be willing to bear the expense of transferring the call box. His stand, he argued, did not interfere with traffic on Woodward or Maple avenue and that only one cab was parked at the curb 50 per cent of the time.

"I think Birmingham is indeed fortunate to have cab companies like the Shaw Brothers and Mr. Reynolds' company," Mr. Allen said. "I think the taxicab has become a village necessity, and I would be glad to see it. Mr. Reynolds be allowed to erect telegraph call boxes at such places as the chief of police."

Chief Miller's little indicated that he had no objection to the erection of the boxes and the permission was granted.

Good Disguise
 "Have you seen Norah's new evening frock?"

"No, what does it look like?"

"Well, in many places it's very like Norah."—Montreal Star.

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