You are merely a bundle of habits—habits prompted by the desires, urges, and emotions that surge within your mind. By severe effort, you can actually change all your habits—become anew.

The Birmingham Eccentric

18 PAGES, PART 1

FIFTY-SECOND YEAR—NO. 38 | BIRMINGHAM, OAKLAND COUNTY, MICHIGAN, TUESDAY, DECEMBER 31, 1929 | $1.50 PER YEAR—SINGLE COPIES 5c

G.T. Will Complete Track Line In 1930 Bowker Predicts

General Manager of Railroad Expects Grading and Track Laying Work Will Advance Rapidly; $2,000,000 To Be Spent

Completion of the grading and laying of the four-track main line through Birmingham in 1930 is predicted by C. G. Bowker, General Manager of Grand Trunk Railroad Co. The new Birmingham passenger station, a freight house, and a team and yard-track will also be constructed during the year. More than $2,000,000 will be expended by the Grand Trunk on these new projects.

The state of Michigan is cooperating to provide suitable sites for the relocation of existing industries in Birmingham, according to Mr. Bowker. Grade separations will be erected along the new line at the 14 Mile road, East Maple road, Derby avenue, Adams road, Kensington-Big Beaver road, Charing Cross road, Trowbridge court, East Long Lake road, and Square Lake road.

Will Have Commuter Service

The new line through Birmingham will form part of a four-track line between Detroit and Pontiac, which is eventually to be electrified, and will furnish first class commuters' service between Detroit and Pontiac, he said. As soon as the tracks and facilities of the new line are completed, operations will be transferred over to them, and the existing tracks through Birmingham will be removed, making room for the completion of the Wider Woodward Superhighway program through this district. The style of architecture of the new Birmingham passenger station as well as that of all the suburban stations along the new line, will conform in appearance to the class of buildings in the neighborhood.

Completed electrification of the entire line, 26 miles long, with fast suburban service between Detroit and Pontiac in operation within three years, is foreseen by J. A. Heaman, chief engineer of the railway. There is every probability that such service will be in effect months before the three year limit expires.

Mr. Heaman points out that the physical work in connection with giving rapid electric transit service between Detroit and Pontiac could be accomplished in less than two years. The number and location of the grade separations to be placed within the city limits of Detroit must be settled between the railway and Detroit before the company can proceed with electrification plans.

Preliminary Work Completed

The chief engineer's progress report reveals that abutments are in and other preliminary work completed for grade separations at Bloomfield Center road, Charing Cross, Thirteen Mile, Fourteen Mile, and Webster roads. General excavation is completed on all grade separations in the section between Royal Oak and Pontiac except at Oakwood avenue and East Maple road. The laying of all sewer and water lines contingent to the relocated railway line is now approaching completion, according to the progress report.

Five thousand tons of steel will be used in four-tracking the Grand Trunk Railway between Detroit and Pontiac. One hundred thousand railroad ties, 200,000 tie plates, and approximately 100,000 tons of ballast will be used in the construction. Plans for the rapid transit service call for 25 trains daily on a 45 minute schedule, according to the recent announcement in Detroit of Sir Henry Thornton, president of the Canadian National railway, owners of the Grand Trunk system.

The industrial growth of a large section north of Detroit will be immensely increased by the transportation projects of the railroad. This will be greatly aided by the construction of a $25,000,000 speedway for automobiles above the proposed electrified lines, with office and garage terminal buildings.

Electrification of the Grand Trunk between Detroit and Pontiac will give the people of Birmingham the advantages of a swifter, superior, and quieter, and superior service with frequency of trains a special feature of the rapid transit line.

JAIL BUTLER AGAIN

William Bornes, 25, a Negro butler released last week when charges of grand larceny against him were dismissed by Judge Floyd S. Buck, is in custody again, charged with uttering and publishing a worthless check on complaint of Harry Reynolds, president of the Reynolds Taxicab Co.

Bornes is alleged to have 'skipped' his taxi bill in Detroit after having given a check for $25 to Reynolds.

Photo mailers—all sizes at The Arnold Studios, Theater Building. Phone 905. —Adv. 34tf

It's Question And Answer Week—Don't Weaken

Government Begins Enormous Task Of Taking The 1930 Census

Last week was "Be Kind to Everybody Including Yourself Week."

This week is the annual, "I Firmly Resolve Week."

Next week, and for many weeks afterwards, will be "Question and Answer Week." Of course there will be other popular weeks running concurrently during 1930, such as "Be Kind to Music Editors Week," "Can More Sand in Your Spinach Week," "Cure That Cold Week," etc.

But the "Question and Answer Week" will last for weeks and weeks. There are only 24 questions but of course there will be countless answers. Well, not exactly countless, because there'll have to be some definite number of answers. The 1930 census is being taken by the United States Government, and even if the questions Uncle Sam asks seem a little personal, or perhaps impertinent, you'll have to answer when the census-enumerators call at your home.

Following is a list of the questions you'll supply with answers:

1. Relationship to head of family, including a statement as to the homemaker in each family?
2. Whether home is owned or rented?
3. Value of home, if owned, and monthly rental, if rented?
4. Radio Set?
5. Does the family live on a farm?
6. Sex?
7. Age at last birthday?
8. Marital condition?
9. Age at first marriage?
10. Age at first marriage?
11. Attended school or college any time since Sept. 1, 1929?
12. Whether able to read or write?
13. Place of birth?
14. Place of birth of father?
15. Place of birth of mother?
16. Mother tongue of each foreign born person?
17. Year of immigration to the United States?
18. Whether naturalized?
19. Whether able to speak English?
20. Occupation of each gainful worker?
21. Industry in which employed?
22. Whether employer, or employee, or working on own account?
23. Whether a veteran of the United States military or naval forces? For each veteran, in what war or expedition he served?

MRS. F. B. SMITH DIES IN SLEEP

Widow Of Late Pontiac Manufacturer; Burial In Elmwood Cemetery

Six weeks after the death of her husband, the late Fred B. Smith, Mrs. Nanette Smith, died Saturday night at her home at Pine Lake. Private funeral services will be conducted at the William R. Hamilton Funeral Parlors in Detroit at 10:30 a. m. Tuesday with burial at Elmwood Cemetery.

Mrs. Smith, whose husband was president of the Wolverine Manufacturing Co., of Pontiac, is the mother of Fred B. Smith, Jr., of Ridgedale avenue, Birmingham.

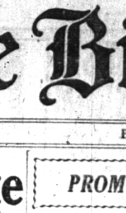
Mrs. Smith was born at Mason, Mich., in 1865, the daughter of Dr. and Mrs. Sackrider of Mason. She was a member of the Louisa St. Clair Chapter, D. A. R., Detroit, and of the Congregational Church. She had lived in Oakland County 15 years.

A second son, Robert W. Smith, of Pontiac, also survives.

WILL REPRESENT SCHOOLS

Clarence Vliet, superintendent of schools, will represent the Birmingham School board at the annual convention of the National Education Association, Feb. 23 to Mar. 8 at Atlantic City.

PROMOTED



Patrolman William Green, 32 years old, who was appointed to the Birmingham Police Department Feb. 1, 1926, has been promoted to the rank of sergeant, Chief Orra J. Tuttle announced today. The promotion is effective beginning tomorrow, making Green the fourth ranking officer in the department.

Patrolman Green, on Aug. 25, 1927, fatally wounded Edward Rose, an ex-convict of Kokomo, Harbor, during a struggle for possession of Green's gun, following Rose's arrest for driving while drunk. Green was complimented on his bravery on the occasion and was exonerated from blame in the man's death by the Oakland County Prosecutor.

Green came to Birmingham from Fenton, Mich., where he had operated a pool room following his discharge from the United States Army. He also served for two years as a deputy sheriff of Oakland County under former Sheriff Charles Cross. During the World War, Green was enrolled to the Second Regiment as an airplane service mechanic and served 16 months in France.

The new sergeant is married and the father of three children. Their home is at 1011 Clark street.

ROTARY CLUB ORIGIN TRACED

Phil Lovejoy, Hamtramck School Leader, Talks On Service

Phil Lovejoy, assistant superintendent of the Hamtramck public schools, as the guest of Rotarian Louis Hascall, spoke before the Birmingham Rotary club Monday noon, using as his text "The Rotarian In Service." Mr. Lovejoy is also president of the Hamtramck Rotary club, and for many years has been active in Rotary circles of the 23rd District.

The speaker ably traced the origin of Rotary from its inception in Chicago in 1905 when Paul P. Harris, a lonely man in a big city, formed the first small group that has since become Rotary International. "In the face of a more complex civilization, in which the old forms of fraternalistic orders are slowly losing numbers, Rotary continues to grow, proving that the world is nearer to a more universal desire to grow in brotherhood and peace, especially along international lines," stated Mr. Lovejoy. He declared that today's youth was aflame with a real desire to serve the world better than ever before, and pleaded for a new resolution on the part of all Rotarians to rededicate themselves to the philosophy of Rotary in their business and social lives.

COMMISSION PASSES BUILDING CODE LAW

An ordinance amending part of the village building code, particularly as to the regulation of plumbing and electrical wiring, was passed Dec. 23 at the regular meeting of the Village Commission.

The resolution, which includes the adoption of the Flint, Mich., building code as amended, governs all matters pertaining to structural requirements for buildings not specifically covered in the village code, and was offered by Commissioner Scott Hersey.

NEW GRAVY—NOT SO GOOD

A new kind of gravy, considered unpalatable, was added to the Christmas turkey of the John E. Grimm family, of 983 Kennesaw avenue, last Tuesday night.

The turkey grease caught fire in the oven, and the Birmingham Fire Department, responding to the alarm, hurried to the house and extinguished the fire by dousing the turkey liberally with chemicals.

FOR ARTISTS' MATERIALS The Devoe Paint and Art Shop, Theater Building. —Adv. 40tf

Bloomfield First In Red Cross Drive

Bloomfield Township continues in first place in the annual membership enrollment of the Oakland County Chapter, American Red Cross, with the amount of money received there $1,125.25, according to Miss Carrie M. Taylor.

The returns from the entire county total $2282.50. Complete returns throughout the area covered by the roll call will not be available until January.

The Bloomfield Township chairman of the campaign is Mrs. Harold Corson, and the township directors are Mrs. Rolland H. Mann and Mrs. Charles J. Shain.

1929 BIRTH RATE REMAINS SAME

67 Children Are Born Each Year; Deaths Increase, Report Shows

The birth rate in Birmingham has remained the same during the past two years, although the death rate has slightly increased. Sixty-seven children were born in the village both in 1928 and in 1929. In 1928, there were 46 deaths, while in 1929, there were 51, Myrtle E. Larson, village clerk announces.

Outstanding building permits issued during the year were for the building of the additional apartments of the Hanna and Briggs buildings, of the apartment house in Bloomfield court, and of the Wabeek apartments.

REPORT PLANS OF FRANKLIN

"Town That Time Forgot" Will Consider Incorporation, Jan. 6

A committee composed of George Wellington Smith, Charles A. Bingham, Dr. Clayton H. Gracey, Whitney W. Raymond and W. B. Crim, will assemble at Mr. Smith's real estate office on Monday, Dec. 6 at Franklin, to make its first report on the proposed incorporation of the village known as "the town that time forgot."

Zoning, police and fire protection problems are among the more important phases of the situation which has been studied since the first meeting of residents of the community, Dec. 6. Whether the proposal will be placed upon the ballot at the spring elections is expected to be decided soon after the report of the committee has been made.

Increase in population and traffic resulting from wide, well-paved roads not far from the community are responsible for the movement to incorporate, Mr. Smith believes.

POSTPONE MEETINGS

Because of the Christmas holidays, the regular meetings of the Birmingham Exchange Club set for Dec. 24 and Dec. 31 were postponed, as were the regular meetings of the Lions Club, which will resume their luncheon meetings Jan. 8.

PAYS $10 FINE

Harold H. Stow, 203 Victor avenue, Highland Park, Friday paid a $10 fine for driving through a red traffic light at Woodward avenue and the Long Lake road. He was arrested by Patrolman Stanley Shevern on a charge of reckless driving and was given the option of a $10 fine or five days in jail.

COMMUNITY HOUSE CHARITIES BRING CHEER TO 110 FAMILIES

Christmas cheer brought into the homes of 110 of Birmingham's needy families is the achievement of the community House welfare department, under the direction of Mr. George Yaple and Miss Mary C. Griffith.

Every needy who applied for help was cared for, and, through the generosity of the people of Birmingham, provisions and money had poured into the house in such quantities that even more families could have been given aid, according to Mr. Yaple, executive secretary of the Community House. Mr. Yaple said that no family within a radius of a mile and a half around Birmingham went hungry on Christmas day, as far as he could know. Besides those who applied for help, many other needy cases were sent baskets, when information of their condition reached members of the board.

Many Others Help

Organizations which co-operated in the welfare work included in making it such a success were the public schools, the Bloomfield Hills School for Girls, the Metropolitan Club, churches and Sunday schools, Rotary, Exchange, Lions, Gyrophyte, and Business and Professional Women's Clubs, The American Association of University Women, Boy and Girl Scouts, Women's church organizations, Women's Literary Club, Girl Reserves, Eastern Star, High School Civics Club, and the American Legion Auxiliary. Other organizations and private individuals also gave time, money and provisions to the fund.

Three candles and a holly wreath in each window, a brightly burning fire on the hearth, and the warm welcome of several pleasing entertainments in Community House a most agreeable place Christmas eve. Chocolate and cakes were served to all visitors, and groups of carolers came in frequently to warm up between trips. Hostesses for the evening were Mrs. Harvey Whalen, and Mrs. Charles Burgess, assisted by Mrs. Charles J. Shain, and Miss Mary Clark Griffith. Mr. Yaple was at the house, Turn to Page 6, No. 3

PLANT BEARING FRUIT TREES from Mr. Carl Strand's Orchard. Orders may be taken for winter planting. Call Emil G. Olin, tree surgeon and landscape forester. Tel. 1051 —Adv. 29tf

New shipment of hand-carved easel frames in metal leaf finish. Make your selections now. The Arnold Studio, Theater Building. Phone 905. —Adv. 35tf

$451,600 BUDGET PROPOSED FOR VILLAGE IN 1930

Parry Advises Increased Appropriations In Report To Commission

$354,450 BY TAXES

Recommendation of a $451,600 budget for the Village of Birmingham for 1930 was presented last night at the regular meeting of the Village Commission by James W. Parry, village manager, who requested that the commissioners study it with a view to its adoption before Jan. 15.

Mr. Parry's recommendation exceeds by approximate $48,305 the adopted budget of $403,295 of 1929, but this, he says, will not necessarily mean that the village tax rate will be increased, due to the additional assessed valuation. The budget for general administration as proposed for 1930 is $293,788 as compared with the 1929 budget of $259,365. This includes appropriations for equipment, salaries and expenses as does the appropriation for 1930 of $48,929 for the police department; $34,307 for the fire department; $8,935 for the sewer department, and $7,600 for the department of parks and boulevards. An additional appropriation of $25,000 for contingencies is recommended as compared with the $20,000 appropriation for the same item in 1929.

Explains Added Appropriation

Mr. Parry explained that the added $5,000 to the latter department results from a new system he recommends for the appropriations for contingencies, providing for their use from a general fund rather than from individual departments.

"It must be remembered," Mr. Parry stated, "that this proposed budget is figured on a gross total rather than on a net total as was the case with the 1929 budget. There is also an increase of approximately $43,000 in bonded indebtedness resulting largely from serial bonds sold previous to the recommended budget for 1930 and a nominal increase of $9,000 in the water department."

The general estimation of income for 1930 as reported in the recommended budget lists a surplus as of Jan. 1, 1929, of $45,000; miscellaneous current revenue of $52,150 obtained through the sale of permits, licenses, the police court fines, rural fire fees and general income, leaving a general levy by taxation of $345,450.

AWAIT WORD ON NEW TAGS

Tuttle Says He'll Enforce License Law Unless More Time Is Granted

Whether Birmingham residents will be allowed an extension of time in which to purchase their 1930 license plates will be determined today by John S. Haggerty, secretary of state, Chief Orra J. Tuttle has announced.

"Only 700 sets of plates have been sold so far this year," Chief Tuttle said, "and it probably will cause motorists a great deal of inconvenience unless they apply soon for their new plates. Last year we sold almost 1,400 sets of plates. Unless Mr. Haggerty grants an extension of time we will arrest offenders of the state law who have not purchased their new plates."

IS APPOINTED

JOHN J. GAFILL

Announcement is made this week by Frederick T. Harward, of Detroit, general attorney for the Grand Trunk Western railway in Michigan, of the appointment of John J. Gafill, of Southfield avenue, Birmingham, as local counsel for the railroad. Mr. Gafill, at one time village attorney for Birmingham, takes over his new duties at once. Besides his Detroit office, Mr. Gafill maintains a Birmingham office in the First National Bank building here. The enlarged business of the Grand Trunk, upon its anticipated completion of the new right of way next year, is responsible for Mr. Gafill's appointment, according to Mr. Harward.

ENGINEER LAYS PLANS FOR 1930

Bond Market May Affect Street Paving, Says H. H. Corson

Harold H. Corson, village engineer, in a forecast of the paving and construction work contemplated by his department for 1930, has announced that much of the work will be dependent upon the bond market.

"During 1929 a great deal was accomplished," Mr. Corson said, "but next year a lot will depend upon the condition of the bond market. However, we are confident that the effect, if anything, will improve the bond market."

Mr. Corson announced the following work was contemplated for the village beginning next spring: Paving of that section of East Maple avenue widened from Woodward avenue to the Grand Trunk railway; the Merrill street extension; the alleys from the Pierce to the Merrill street extension and the alley from Hamilton to the Grand Trunk, and the Pierce-Henrietta street alley.

Plans For Sewers

Sewer and water pipe installation for Kimberley, Melbourne and Chesterfield, also are contemplated. The laying of gravel on the following streets is outlined in Mr. Corson's plan: Glenhurst, Westwood, Lyonhurst, Raynale, Kenwood, Brookwood, Oak, Northlawn, Latham, Buckingham, Windemere, Manchester, Pembroke, Kimberley, Melbourne and Chesterfield. Curb and gutter work also will be done on these streets with the exception of Kimberley, Melbourne and Chesterfield, Mr. Corson plans.

RECKLESS MAN PAYS $25 FINE

Detroiter Could Have Avoided Accident, Judge Decides

Judge Malcolm Hunt yesterday fined Robert S. C. Hutchinson, 1658 Atkinson avenue, Detroit, $25 for driving recklessly, following an accident Sunday morning in which two persons were injured when Hutchinson's machine collided with another car driven by Earl Baker, of Highland Park.

According to the report of Patrolman DeLyle Service, Hutchinson's machine crashed into two automobiles which had collided after skidding in Woodward avenue. The third car was driven by Ronald Minn, 423 Greenwood avenue, Birmingham. Minn suffered cuts on the face and Miss Mary Lyon, of Highland Park, a passenger in Baker's machine, was taken to the Joseph Mercy Hospital at Pontiac, where she was treated for head injuries.

Hutchinson explained that he believed the accident was unavoidable because of the icy pavement and the heavy snow which was falling at the time of the accident, but Judge Hunt decided that Hutchinson could have had his machine in better control and gave him the option of a $25 fine or 10 days in jail. Hutchinson paid.

FURNITURE STORAGE 264 Brownell St. Call Mr. Shumway 1845 during day; 7024-F4 evenings. —Adv. 17tf

Expert Aid Sought To Solve Problem Of Transportation

Committee Advises Help Of Traffic Leader; Van Zandt Replys To Protest Letter Sent Michigan Utilities Commission

The possible employment of a traffic expert by North Woodward communities with a view to solving the transportation problem, and a vigorous reply of the Eastern Michigan Lines to H. T. Ellerby's public letter to the Michigan Public Utilities Commission, featured the action taken last week in the recent fare change protests of residents using public conveyances between Detroit and Pontiac.

The Inter-City Transportation Committee at its meeting Friday at Northwood Inn, discussed the employment of a traffic expert to make a survey of the transportation needs of communities served by the Eastern Michigan Motorbuses and the Eastern Michigan Railway. A committee composed of Clifford W. Ham, Pontiac city manager, and Commissioner Gale L. Wessinger, of Pleasant Ridge, was appointed to negotiate with transportation experts and to submit the possible cost of their services at the meeting of the organization next Friday.

Will Call Transit Heads

The committee also decided to call in representatives of different transportation companies, including the Eastern Michigan System, with a view to accomplishing a better survey of the transportation needs.

A. B. D. Van Zandt, publicity director of the Eastern Michigan Lines, issued the first reply to the public protests, in a statement in which he declares that the Eastern Michigan Lines, having purchased the old Detroit, Pontiac & Lake Shore Lines, its rights and obligations in 1925, is entitled to the raise in rates, which, he added, are not as high as the company is permitted by a ruling of the Public Utilities Commission in 1925. His letter follows:

VILLAGE COMMISSION'S LETTER OF PROTEST

December 26, 1929

To the Honorable,
The Public Utilities Commission of the State of Michigan,
Lansing, Michigan.

Gentlemen:

The Village Commission of the Village of Birmingham lacks any official notification from the Public Utilities Commission of the State of Michigan, or from the Eastern Michigan Railways, of a change in schedule of fares charged passengers on the electric cars and motorbuses operated by that corporation within the limits of the municipality, and between Birmingham and points to the north and south, including Detroit and Pontiac. Nevertheless, a change has lately become effective, resulting in protests lodged with this Village Commission by citizens, and in a public hearing upon these protests.

Presumably your honorable body is cognizant of the new tariffs, and has authorized them, such being the representation of the Eastern Michigan Railways; although of this the Village Commission has had no other assurance than the word of the corporation as expressed in its advertisements and uttered orally by its advertising manager. Even these informal notices of changes in fares were given only after the changes went into effect. Birmingham patrons of this common carrier learned of the new fares through the denials of conductors after they boarded the conveyances and were without alternative except to pay the fares indicated or get off.

In the absence of any statement or action of your honorable body to the contrary, it is assumed by the Village Commission in presenting this protest and petition that the Public Utilities Commission is aware of, and did authorize, these tariffs now in operation.

It is the feeling of the citizens of this community and of the Village Commissioners of Birmingham that such informal and indirect notification of an action so important as a change in transportation rates does violence to the dignity of the municipality and reflects discredit upon the Eastern Michigan Railways and the Public Utilities Commission of the State of Michigan.

The evening of Monday, November 18, 1929, Mr. A. D. B. Van Zandt, representing the Eastern Michigan Railways, appeared informally before the members of the Village Commission, who were not then in session, and asked permission to discuss with them unofficially certain proposed changes in the rate structure so far as it applied to the Star Division of the corporation's motorbus lines. He explained that he did not wish to appear at the public meeting of the Commission then presently to be held, because not all details of the plan had been worked out, and because he thought there should be no public hearing on the proposed change in fares prior to formal filing of the new tariff with the Public Utilities Commission. Accordingly, he was permitted to outline briefly the purposes of the corporation, and the changes in bus fares were discussed casually, certain phases of the schedule being subjected to criticism. In the end, the members of the Village Commission advised Mr. Van Zandt that inasmuch as the municipality had uncertain and limited authority in the matter, and inasmuch as ultimate decision as to inter-city fares, at least, must rest with the Public Utilities Commission, the Village Commissioners could not be expected to do more than express their individual opinions, pending public hearings.

While assuming, and believing, that the tariff was beyond their jurisdiction, the Commissioners also assumed that the Public Utilities Commission, as an arm of the Government of the State, could be expected to be solicitous of the interests of the public, and to scrutinize every proposal of a public utility with a view to safeguarding those interests.

According to the advertising manager of the Eastern Michigan Railways (and again we are without other source of information than the interested corporation), the fourth day after our informal discussion, Namely November 22, your honorable body granted on one day's notice the corporation's

Turn to Page 2, No. 1

A. B. D. VAN ZANDT'S DEFENSE OF CHANGE

In reply to the letter of H. T. Ellerby, village president, made public Dec. 27, in which he expressed the feelings of the Birmingham Village Commission's feelings over the recent change in fares, A. B. D. Van Zandt, publicity director for the Eastern Michigan Lines, issues the following statement:

"At the outset I want to impress upon the people of this and every community served by the Star Bus division and the Pontiac Interurban division that the effort being made by the management of the properties is an earnest effort to save reliable, insured and adequate organized transportation for all of the communities. If these efforts fail then the structure falls and public transportation, if there be any at all, will necessarily become disorganized in a manner that will retard growth and development. Now, more than ever before, the earnest co-operation, not the political opposition, of municipal officials is needed to save the situation.

"As I shall point out later the Pontiac Interurban line has had for years the authority to charge higher rates. This authorization came after long, painstaking and thorough investigations. Insofar as the new rate in this division are concerned it would be a much simpler proposition if only traffic on Woodward Avenue had to be considered but in serving the communities with side line transportation, in itself vitally important to the people but far from self-sustaining, such losses must of necessity be taken care of through revenues derived from main line operation.

No one can draw his own conclusions from the fact that Judge Charles C. Simons, in the Federal Court in Detroit Monday issued an order authorizing the Security Trust Co. of Detroit, to take the necessary steps for the discontinuance of operation of the Rapid Railway between Detroit and Port Huron," Mr. Van Zandt said. **"The Rapid Railway, as one of the oldest interurban lines in the state, went into receivership when the D. U. I. did several years ago, and has been trying to establish itself financially ever since. The order directs the Rapid Railway to discontinue service by July 15 and local service in Port Huron by Jan. 24."**

"I instructed to advise the municipal authorities of the village of the intention of Eastern Michigan Motorbuses to apply to the Utilities Commission for permission to file a new passenger tariff. I telephoned Mr. Ellerby who suggested that I meet him before the village commission went into session on Monday, Nov. 18 and he would arrange for me to appear before the commission in the usual private session preceding the public meeting that night. This I did.

"In the private meeting I explained I was presenting the mat-

Turn to Page 3, No. 2