

BIRMINGHAM ECCENTRIC

(Founded in 1874)
Published every Thursday at Birmingham, Mich., in The Eccentric Building, 226-212 North Woodward Avenue.
Telephone 11 and 12.
GEORGE RODGERS AVERILL Editor and Publisher
CHARLES J. GROESBECK Managing Editor
PAUL NEAL AVERILL Advertising Manager

Subscription Rates
(Outside Oakland County)
One Year \$1.00
Six Months .60
Three Months .35
All newspapers and advertising copy should be sent to the office of the Eccentric, 226-212 North Woodward Avenue, Birmingham, Mich.

The Eccentric is a member of: National Editorial Association; Michigan Press Association, and University Press Club.

THURSDAY, SEPTEMBER 26, 1929

NOTE: The Eccentric is pleased to publish stories of events which have news value and which are written by persons not connected with the editorial staff. All copy must be received before noon on Wednesday. The right is reserved, however, to make such changes in the style of the paper and as are required by laws of the state. The Eccentric assumes no responsibility for the loss of copy or for the return of copy not used. The Eccentric is not responsible for the return of copy not used. The Eccentric is not responsible for the return of copy not used.

Public Or Private Roads?

From early indications out in the state, the recent announcement that the Grand Trunk railroad is to complete the construction of an overhead super-highway between Detroit and Pontiac, does not meet the political requirements of certain people; the Michigan State Digest, a political weekly sheet published at Lansing, raises an important question of state policy with regard to the return of the toll road, for such would be the nature of the Grand Trunk super-highway project.

Evidently, since the Digest is quite unfriendly to the political aspirations of Governor Green, the Grand Trunk super-highway project may become an essential issue in the gubernatorial campaign next fall. For the Digest is believed to have the political support of such chaps as Charles J. Deland, former Governor Alex J. Groesbeck, state treasurer Frank D. MacKay (who would like to be Governor), and many others of a complete or semi anti-Green complex.

There can be no question that the plan of the Grand Trunk would put an end to the intolerable waste of time in travel between the city limits and the shopping district, (of Detroit.) The Digest comments: "There can be no question that this would be a boon to everyone living north of Detroit or in the north section of the city. But there is a question, as Groesbeck pointed out, whether this or any other thoroughfare for public travel should be a toll road. In the light of the history of Michigan, it is a question the answer to which is the unpopular side. Privately owned and operated toll roads were a nuisance. Note infrequently they were a source of corruption and public scandal. Publicly owned toll roads were less objectionable, but they never satisfied the people. There is an inherent American notion that the highways should be free to all who wish to use them. Only one form of toll has ever been accepted by the public as fair and reasonable, the gasoline tax.

The tax imposed on motor fuel makes every road a toll road. The toll is so low, however, the payment is so simple and convenient, and the purpose to which the money is devoted meets such universal approval that no question is made of it. But a toll road owned by a foreign government, requiring payment of tolls amounting to three cents a mile, providing for stops to buy toll tickets, and making a profit for its owners would be quite a different matter.

The argument used by Fred Green and several members of his official family is not convincing. They say nobody would have to pay the toll unless he wanted to do it. This was the argument used in defense of the toll roads of the last century, and it is false. Nobody ever wanted to pay toll. It is true that toll would be paid on the speedway proposed by the Grand Trunk, but only because the agencies of government have utterly failed to meet the requirements of modern travel. Detroit's "traffic experts" have talked glibly about digging \$100,000,000 subways, but they have never had an idea as modern and intelligent as that embodied in the Grand Trunk plan. It is the business of the state and municipal governments to adapt that plan to their needs and carry it out as a public project.

To the objection that the governmental agencies cannot raise the money, the answer must be that there is no reason why it cannot be raised by an American governmental agency if it can be raised by the Canadian National Railways which are the properties of the Dominion government. If the project is feasible, and it appears to be so, the money can be raised. Certainly the government of Michigan and its municipalities is as stable as the agencies of the government of Canada. If the road can pay its own way and return its bonds under Canadian management, it can do the same thing under American management. If it is found that there is no way out of the toll situation, then we can pay toll. After the highway had operated for a certain period as a toll road its bonds would doubtless be retired and it could be made as if it were put on the same basis as the Detroit-Windsor bridge is free. The fact that the same organizations that are building the bridge want to build the speedway indicates that their plan is to have a perpetual income from toll. On their part the plan is smart, but on the part of the people of Detroit and Michigan it would be silly.

The Eccentric admits the importance of the policy connected with a toll road in Michigan; but we do affirm, however, that in fairness to the Wayne-Oakland County area, the Grand Trunk should be allowed to construct an over-head superhighway if it is willing to pay the bill. If the state of Michigan, or any of its municipalities later wishes to pattern its highway after a privately owned one, it can do so without, we believe, damaging the investment of either to any extent—for, aren't we told every day, that the population of the world is getting larger each year, and the saturation point of auto sales will never be reached?

"PORKY" JACOBS, of OCEAN BEACH, Cal., set for 100 hours in a floating barrel that was anchored a short distance from the shore. Evolutionists will find in "Porky" a close descendant of some poor fish, probably.

At night when I return again to find My little cot and waiting eager for me Just as I left it early in the day, I'm happy as a human soul could be.

Such friendliness there seems about its roof, I like the trees, the contour of the land, The chimney waving but a curl of smoke, Its draperies and lamps that wait my hand.

Such peace and rest as all the world knows not Are just beyond its doors, an easy chair, An open fire, my radio and books.

Six Miles A Minute

Hurting through space at the most terrific speed ever attained by man, Capt. R. H. Odette, of England, recently set a new record of 348 miles an hour or more than six miles a minute, flying a racing seaplane.

Other seaplane speeds made by British flyers during the present month ranged from 328 to 351 miles an hour, all of which far exceed previous records. Odette's record was made in the same plane that won the famous Schneider cup a few days before by covering a 217-mile course at the average speed of 328 miles an hour. The rapid advance in seaplane speed in recent years is indicated by the fact that the winner of the Schneider cup in 1913 made only about 45 miles an hour, while in 1920 the winner's speed was but 102 miles.

It is difficult to imagine oneself dashing through the air at the rate of more than six miles a minute. If that speed could be maintained without stopping, the distance covered by the Graf Zeppelin in its recent trip around the world could be made in about 57 hours, or a little more than two and a quarter days.

The idea of such a feat may appear fantastic, but Jules Verne's idea of a trip around the world in 80 days appeared fantastic less than 60 years ago. Yet the Graf Zeppelin made it in 21 days, with less than 12 days consumed in actual flying.

However, we are not predicting that anyone will ever go around the world in two days. But who knows?

Brisbania Again

When he isn't boosting the real estate possibilities of Oshkosh, Timbuctoo, and Sumatra, Arthur Brisbane, Hearst editorial writer, sometimes forgets his inclination to strip America of the prohibition law, and argues for its retention. The other night, in commenting upon President Hoover's effort to bring about more observance for the 18th Amendment, Mr. Brisbane told his dictaphone that "the only hope is to create among American citizens respect for law and the constitution, and to slow down the process." If Mr. Brisbane is as good a farmer as he would have the world believe, he must know that in all fertilization processes, much time is required by nature to create life-releasing soil. So it is with a movement or reform that holds within it the promise of a better and more sober civilization.

LAW ENFORCING BODIES in Washington, D. C., are tired of the petty gambling that is going on, and are about to wage a "war" to eliminate said gambling. First thing we know Washington will start taking itself seriously.

WHEN THOSE NEW 600-POUND cars get thick and slow on the public highways, we suppose the drivers of five-ton trucks will be more arrogant than ever. Some day, we hope, they'll put battleships on wheels.

A VIENNA ASTRONOMER tells the world that it is slowing up. His reference to the world may be correct, but his compensation lies in the accelerated speed of its people.

A PONTIAC COLORED woman last week was taken into the police station after she had paraded for several blocks in a suit of pajamas and house slippers. At least 100 people were following her, in the report stated. Pontiac, we opine, is becoming metropolitan.

HERE'S WHAT FIELDING H. YOST, athletic director at the University of Michigan, says about campus drinking: "If you should take away five hundred of the eleven thousand students on the University of Michigan campus, a bootlegger couldn't find a sale for a quart of liquor in a month. My observation is that college student drinking is confined to a few 'smart alecks' and the upper crust, and is done mostly on special occasions, such as parties."

JOHN COOLIDGE and HIS BRIDE are now united in the holy bonds of matrimony. May their voyage upon the sea of life be commanded by Captain Love, and may their nuptial craft be kept from the piercing rocks and shoals of empty vanity. And may Mrs. Calvin Coolidge be given enough grandchildren to appease their fine, hungry hearts' desire.

WHEN YOU ARE NOT very fond of an individual you are able to think up all sorts of things about him, opines a prominent citizen of Wagon Tracks, in Letter to his constituency last week. Some people, he believes, are too much like head lettuce—they are too thoroughly covered with dressing.

THE FIRST 1929 SNOW to fall upon Michigan soil arrived at Iron River last Wednesday, Sept. 17. We shall await Pat O'Brien's explanation of the Florida fall in Michigan's warm and picturesque Upper Peninsula.

A THIRTEEN-YEAR-OLD OHIO youth has just entered Northwestern University at Chicago, and is hailed as one of the youngest college freshmen in the world. We hope that with his precociousness for empirical knowledge, he may acquire a wisdom of the heart and soul of things; for of what use is mere worldly knowledge unless it is tempered with justice, mercy, and kindness?

CHARLES E. SORENSON, general manager of the Ford Motor Co. returned from a trip to Europe the other day, and offered strenuous criticism of the rigid customs inspection shown to his baggage. And yet Mr. Sorensen must remember that such small things as motor car parts require very careful uniform inspection.

Coming Home So small it is, so very incomplete, Not fine or grand at all, this place called home, Unlike the mansion of my dreams, and oft In search of joy and fellowship I roam.

At night when I return again to find My little cot and waiting eager for me Just as I left it early in the day, I'm happy as a human soul could be.

Such friendliness there seems about its roof, I like the trees, the contour of the land, The chimney waving but a curl of smoke, Its draperies and lamps that wait my hand.

Such peace and rest as all the world knows not Are just beyond its doors, an easy chair, An open fire, my radio and books.

THE IDOL CRUMBLES!



PEOPLE'S COLUMN

The Eccentric is pleased to receive communications for this column. All communications must be signed and those which are kept confidential upon request.

COMMUNITY HOUSE

To the Editor: While the results of the campaign for the new Community House, which was conducted in May 1928 were most gratifying, there was a shortage of several thousand dollars from the full aim of \$125,000.

Experiences in proceeding with the building has shown that the tentative figures were reasonably accurate. The annual roll call maintenance takes place in May; there has been no appeal for the budget for 1930.

The board of directors, the board of trustees and the advisory group, desiring earnestly that there may be no indebtedness upon the building, have deemed it wise to ask friends who are deeply interested in the welfare of the Community House and particularly those who are interested in the welfare work of the Community House and particularly those who are interested in the welfare work of the Community House and particularly those who are interested in the welfare work of the Community House.

A devoted group of solicitors will visit these friends in the near future with the hope of raising the balance needed by Oct. 17.

MRS. C. R. WILSON, Chairman Community House Campaign.

THE OTHER CHAP SAYS SOMETHING

DOES IT PAY? We pay very little attention to the people, and there are many of them, who are constantly claiming that we have less prohibition now than before the Volstead act became a law and that the country was better with the saloon than without it, and that there is more drinking now than then, etc. We don't argue with those claimants for two reasons. In the first place that's what they say is not true and secondly they don't believe it themselves.

Occasionally, however, there comes up a case of proof so clear and convincing that it just can't be passed over in silence. Such a one occurred last week at the opening of the new Chevrolet garage. Manager Guy Bailey said some things that were 2,000 persons of all ages, classes and conditions present and he didn't say a drunken man, young man or boy in the whole crowd and saw no other evidences of any liquor being present than then, etc. We don't argue with those claimants for two reasons. In the first place that's what they say is not true and secondly they don't believe it themselves.

There is absolutely no argument with which to answer such evidence.—George English in Huron County (Mich.) Tribune.

First Dad—I am spending a lot of money for my daughter's vocal and instrumental music lessons.

Second Diddle—That's foolish. A radio is cheaper, and you can get just as terrible stuff over it.

Cincinnati Inquirer.

ROTARIANS TELL OF BENEFITS OBTAINED FROM ORGANIZATION

L. E. Colgrove, chairman of the Birmingham Rotary club's program committee, staged an interesting and somewhat unusual program Monday noon when he called upon several Rotarians and asked them to explain "what Rotary means to me." Included in those who talked were George B. Boutwell, Dr. Herbert E. Moore, Louis Saunders, Harry Brown, and Louis C. Hascall.

Each of the speakers stressed the importance that friendship and fellowship, as found in Rotary circles, means to him, and how it has helped him to play better in the game of life. Mr. Boutwell, who travels around Michigan a good deal in his business, emphasized the value of Rotary contacts to him; he mentioned that Rotary's founder, Paul Harris, was so lone some in Chicago 24 years ago that he found it necessary to appeal his hunger for friendship and fellowship by organizing the first Rotary club.

Dr. Moore declared that Rotary's greatest benefit to him was in the Monday meetings, when he could gather around a table and exchange friendship and fellowship with other business and professional men of the community. He also praised Rotary's objective to stimulate international peace through a world-wide fellowship of business and professional men united in the ideal of service.

"I have been in Rotary only a short time, but the friendly contact that has brought me thus far means much to me," stated Louis Saunders, local Buick automobile dealer. "Since coming into Rotary, Birmingham has meant more to me, because of the human contacts I have made among the business and professional men of the district. Friendship and fellowship are necessary to happiness, and happiness, and happiness."

An improved camera has been devised for recording the pressure and speed of waves caused by explosions.

SCOUT EVENTS

Plans for the year's program of troop B 3 of the village Boy Scouts were discussed last night at a meeting of the Executive Board of the Charles Edwards Post of the American Legion which is sponsoring the troop. The meeting was held in the Baldwin High School.

All troop committees and scout leaders will meet at 8:30 p. m. today in the Baptist Church for instruction.

An improved camera has been devised for recording the pressure and speed of waves caused by explosions.

DIRECTORY

- A. Thomas Schooley & Co. Certified Public Accountants. DRETTOT BIRMINGHAM. Empire 5209.
Clare H. Ogden Attorney-at-Law. Room 3, Oakland Savings Bldg. Phone Birmingham 1055.
Dr. J. S. Donaldson Dentist. X-Ray. TELEPHONE 1897. WABEK BUILDING. Hours 9 to 12 and 1 to 3.
McAlpine-Starr, Inc. Engineers - Surveyors (Registered). 636 South Woodward BIRMINGHAM, MICH. PHONE BIRMINGHAM 805. CIVIL ENGINEERING. Farm Surveys. Lot Surveys. Subdivision Design. "Accurate Work At Reasonable Charge"
Dr. G. R. Norton OSTEOPATHIC PHYSICIAN. 1145 West Maple. By APPOINTMENT. LEONARD BLDG. PHONE OFFICE 1690. Telephone 1011.
EMIL G. OLIN Tree Surgeon and Landscape Forester. Save Michigan's Trees! 607 Woodward Ave. Birmingham, Mich.
Dr. John P. Wood Osteopathic Physician. 202 LeVinson Bldg. 124 So. Woodward Ave. Telephone 2301-J. By Appointment.
D. C. BLIESATH Blacksmith. Ornamental Iron Works, Cement Block Manufacture. 747 Bowen St. Birmingham, Michigan. Phone 241.
J. T. CLARK Standard Oil Products Representative in Birmingham Territory. BOWLES STREET. Phone 517. BIRMINGHAM, MICH.

The New Hanna Building Ready December 1st
The new Hanna Building will be ready for occupancy December 1st.
Sited on the busiest corner in Birmingham—the southwest corner of Woodward and Maple—these five new shops, with modern offices above, are unquestionably the best locations in the Village.
Before ground was broken for this building, forty per cent of the store space was leased and several of the suites of offices are under consideration.
If you are interested in a 100% location in Birmingham, it would pay you to get in touch with us immediately.
Colgrove Buck & Tillotson REALTORS

Friendly Thoughts By G. Dewey Kimball
Kind acts are drops of compassionate rain falling upon parched human flowers. Understanding is a rock of refuge for the weary. Sympathy is a touch of God in the hearts of men.
Respect wins respect. Faithful performance receives commendation. Every man should strive to add personal consideration to his other talents.
G. DEWEY KIMBALL FUNERAL DIRECTOR. Ambulance Service. 408 N. WOODWARD AVE. PHONE 850

We sell colored bath tubs
Many people say they never saw any plumbing fixtures half so beautiful as Kohler Colorware—tubs, lavatories, and toilets, in lovely shades of blue, lavender, green, ivory, brown, or black.
Fine homes and apartments all over the country are being made more smart, distinctive, and beautiful with Kohler fixtures in color.
Yet Kohler Colorware is not expensive. It really costs little more than the white. We are just waiting the chance to tell you about it.
D. B. Wilkinson PLUMBING AND HEATING. 411-413 East Maple Avenue. "Just One Block East of Woodward" FULLY EQUIPPED SERVICE CARS ARE AT YOUR CALL. Telephone 313