AUTOS GIVEN RIGID CHECK

Precision Inspections Determine Accuracy Standard At Oakland Plant

The new Oakland Eight and the New Series Pontiac Big Six are being built under the most rigid precision standards in Oakland history—a standard of accuracy that involves an almost endless series of inspection checks and rechecks.

Responsibility for the precise care observed in the manufacture of Oakland and Pontiac cars rests with Chief Inspector, W. H. Vann.

"Our material, parts and assembly inspectors are all trained specialists—experts in one particular detail of inspection," said Mr. Vann. "In addition we employ a group of 13 final inspectors who might well be termed super-inspectors. Only these chosen men have the authority to place the final approval on a car after it has left the end of an assembly line.

"The assembly lines are divided into four 'inspection zones' beyond which a car cannot pass without an inspection okey. If it fails to pass, it is removed, given special attention and started back on the assembly line where it again is checked by the same inspector. A complete inspection record accompanies each car as it progresses through the factory.

"Because of the extreme care with which our motors are built inspection on the motor lines is particularly rigid. Piston pins, fitted to within .0003 of an inch, are given nine separate inspections. Cylinders must be within .0005 inch of a perfect circle and the pistons are given a selective fit by veteran workmen so skilled that they themselves could qualify as inspectors. Ten samples of molten metal are taken from the foundry each day and analyzed by expert metallurgists. A motor block is broken up daily to be tested for hardness and uniformity.

"Besides its constant inspection of material and assembly operations, the inspection department maintains a motor checking room where a complete Oakland motor and a complete Pontiac motor are tested for installation are taken each day for disassembly and detailed inspection. We also operate a department where finished cars are taken at frequent intervals and inspected for accuracy of manufacture and assembly right down to the smallest tack.

"It might seem to the average observer that the foregoing constitutes an extra-careful program of inspection. But Oakland is taking no chances: it checks and double-checks the inspection department."

WE HEARD IT SAID BY—

Mrs. Nancy B. Thomas: After one has been out of college for a few years, most of his recollections resolve themselves around the influence of two or three outstanding personalities with whom he came in contact there.

TIPSY DRIVER FINED

Arrested by Commissioner Scott Hersey who noticed him driving erratically in Woodward avenue, William Monroe, 165 Park street, Pontiac, Monday paid a $75 fine for driving while drunk. Monroe was found guilty of the offense by Justice Malcolm Hunt and was given the option of the fine or 30 days in jail.

FINED AS RECKLESS

J. D. Gray, 531 Judson street, Pontiac, accused of reckless driving on complaint of Louis Kramer, 668 Townsend street, Detroit, who claimed he caused an automobile accident Monday at South Adams and Woodward avenue, paid a $20 fine when found guilty of the charge before Justice Floyd S. Buck.

AT FATHER'S FUNERAL

Mr. and Mrs. Harry Mack, of Puritan road, went recently to Saginaw, where they attended the funeral of Mrs. Mack's father, David Tyler Packer, who died at his home in that city Feb. 17. They are expected to return this weekend, accompanied by Mrs. Packer.

OPENS DANCE CLASS

Miss Gloria Anne Hollis, of New York City, will open classes in ballet dancing at the Community House, Mar. 4.

COMPILES DATA ON DERBY WELL

At the request of H. T. Ellerby, village president, information on the Derby well is being compiled by James W. Parry, village manager, for presentation on Monday. Mr. Ellerby requested the information, he said, because he believed the full capacity of the well should be tested and the village informed before the contract with the well diggers expires. Mr. Parry said he would have the well tested to see if it would pump 1,000 gallons of water a minute continuously for several days.

MOVE TO NORTHVILLE

Mr. and Mrs. Harry J. Hammeld, who have resided for 10 years in Birmingham and two years in Bloomfield Hills, where they owned a confectionary store, have moved to Northville, where they will open a store at 123 North Main street.

TWO HURT IN CRASH

Fay Hill, 450 Chesterfield avenue west, Ferndale, and William A. Young, 13990 Ohio street, Detroit, were treated for minor injuries Tuesday by Dr. C. F. Lawler following an automobile collision at Lincoln avenue and the Southfield road.

Stepping On The Gas

Cost of Operating Motor Car Lowered

Only a few years ago it was calculated that the operation of the average six-cylinder automobile cost about 10 cents a mile. Recently the figures were revised and now the cost of maintaining the average six-cylinder car we learn, is slightly less than 8.5 cents a mile.

Walter P. Chrysler paid $5,000 for his first car back in 1905, and he had it shipped from the Chicago automobile show to his home in Oilwein, Iowa.

One automobile builder advertised that he had built a car in a few hours time. One owner who happened to get a "lemon" wrote the manufacturer that the car he had bought seemed to have been thrown togther in a few minutes, instead of a few hours.

GOOD-BYE, BROADWAY

George Cohan, World Famous Actor-Author, Discusses Passing of America's Most Colorful Street

GEORGE M. COHAN

By BONITA WITT

New York, Feb. 13.—Pause to shed a tear, friend, for the passing of Broadway, America's most colorful street. The famous theaters now house motion pictures, the old bars are lemonade stands and the electric signs which used to feature the names of stars now proclaim the merits of cigarettes.

Perhaps no one in America is better qualified to chronicle this change than George M. Cohan, actor-author, who has been a favorite of the street for almost four decades.

"I don't know anybody on Broadway any more," he mourns. "It used to be just like the Main Street of any other town. Theaters were all in one section and you knew everyone. Now the legitimate houses are all on the side streets and the actors are scattered. It's true, as Willie Collier says, that 'Manhattan is an island surrounded by theaters.' In the old days we used to meet at the Astor bar in the afternoon. The whole crowd would be there and more business would be transacted there than in the offices. Now if you want to see anyone you have to look in a speakeasy under the sidewalk.

Spirit Is Gone

"Actors used to hang together. We didn't crave social position and we led a gypsy-life existence. As soon as a crowd of the boys would get on the train they would begin to harmonize—there isn't anything like that now. Everyone used to plug for everyone else. On the opening night the whole crowd would come to see you and now they can't wait to hear of a play's closing.

"The old crowd still has the same spirit but the younger generation is different. Everything is ten times as commercial as it used to be.

"I don't know anything about Broadway any more," Cohan declares. "Never see it except in crossing it on my way to a theater on some side street. The old faces are gone. Many of them either are in the movies or retired to their farms. No farmer's life for me, however. I love the city."

The talkies will soon claim Cohan, although he will not permanently forsake the spoken stage.

Variety Days

"I've been walking up and down Broadway," he reminisces, "ever since 1893, pretending I was an actor and an author, and I've seen many, many changes. Let's recall the good old variety days. We used to play at the burlesque houses on the road and the audiences were tough. They didn't hesitate to tell you when they didn't like your stuff. At the famous Tony Pastor's in New York you never changed your act if the crowd liked it. They were wise at Tony's, wise to the kind of stuff they wanted. I remember one skit, 'The Parlor Match,' that toured 22 years without a change in its lines. Now you can't get by two years with the same act.

"The shows today must be hits or they can't live. The legitimate theater isn't dying but only the hits flourish. Ten or 15 years ago people went to the theater just because they wanted to see a play, now, if they merely want a few hours entertainment, they drop into a 50-cent movie house. When they go to a legitimate house they demand to see a hit. A successful production makes ten times as much money today as it could have in the past, but the mediocre offering can't live.

"The old Broadway has gone, the background isn't there any more," and the man whose name has symbolized the glittering street to thousands throughout the country, mourns its passing as he sits in his dressing room recalling high lights in the history of the nation's Main Street.

Inmates of the poor house in Salford, Eng., made toys and sold them to buy a radio set.

Forlorn Figures

Movie fan, who has learned all about newspaper life from the films, visits newspaper office for first time and finds it quiet and free from profanity and drunkenness.

CHILDREN GIVEN COSTUME PRIZES

A large audience attending the performance and special costume presentation at the Publix-Kunsky Birmingham Theater on Saturday, awarded first prize to little, five year-old Susan Averill for her served with a special union serv- Second prize in the boys' costume was awarded to nine year-old Billy Averill, her brother. He was dressed in a George Washington costume. The awards, a large speaking doll for Susan and candy for Billy were given on the basis of applause by the audience.

Try An Eccentric Classified Ad.

Under New Management

We wish to announce that we have taken over the active management of our Service Department, and are now in a position to render a grade of service in keeping with the high standards of DODGE BROTHERS PRODUCTS.

WALTER W. TUFFORD COMPANY
253 Pierce Street — Telephone 2194
DODGE BROS. MOTOR VEHICLES

EASTERN MICHIGAN SYSTEM

Reduced Fares
ON CARS AND BUSES
for Residents of Woodward Super-Highway District

Effective Saturday, March 1, 1930

The Eastern Michigan System by agreement with the Inter-Municipalities Transportation Committee for a trial period of 30 days will sell at reduced rates 12-ride Commutation Books good for use of bearer on Electric Cars and Local Buses.

The commutation books are for the use of commuters from the North Woodward Super-Highway District to Detroit, Ford's (H. P.) and Pontiac.

COMMUTATION BOOKS WILL BE SOLD AT THE FOLLOWING PRICES:

STATION	To and From Detroit Cost of Book	To and From Detroit Ticket Rate	To and From Ford's, H. P. Cost of Book	To and From Ford's, H. P. Ticket Rate	To and From Pontiac Cost of Book	To and From Pontiac Ticket Rate
Pontiac Division—						
Detroit					$4.32	36c
Ford's (H. P.)					3.60	30c
Bryson					3.12	26c
10 Mile Road	$1.68	14c	$ .96	8c	2.76	23c
Larkmoor	2.16	18c	1.44	12c	2.40	20c
Utopia (13 Mile)	2.40	20c	1.68	14c	2.16	18c
Lincoln	2.76	23c	2.04	17c	1.68	14c
Charing Cross	3.12	26c	2.40	20c		
Stoneycroft	3.60	30c	2.76	23c		
Hadsell's	3.96	33c	3.24	27c		
Pontiac	4.32	36c	3.60	30c		
Clawson Division—						
12 Mi. Rd. & No. Main St.	2.16	18c	1.44	12c	2.76	23c
15 Mile Road	2.40	20c	1.68	14c	3.12	26c
Berkley Division—						
Berkley, west of Woodward	2.40	20c	1.68	14c	2.76	23c
Ferndale Division—						
9 Mile Rd. & Hilton Rd.	1.68	14c	.96	8c	3.12	26c
9 Mile Rd. & Dequindre	2.16	18c	1.44	12c	3.60	30c
Ferndale, Northeast	1.68	14c	.96	8c	3.12	26c
Ferndale, West	1.68	14c	.96	8c	3.12	26c

These commutations books are in addition to the present cash fares and strip ticket fares.

Commutation Books Will Be Sold At the Following Locations:

Interurban Waiting Room, Detroit
Waiting Room opposite Ford's, Highland Park
Bus Dispatcher, Clawson Waiting Rm.
Pontiac Waiting Room
Municipal Building, Birmingham
Municipal Building, Ferndale
Municipal Building, Royal Oak
Bus Dispatcher, Tuller Hotel, Detroit
Bus Dispatcher, Royal Oak Wtg. Rm.
Bus Office, Birmingham
Bus Dispatcher, Sanderson St., Pontiac
Municipal Building, Berkley
Municipal Building, Clawson
Bus Dispatcher, 12 Mile Road and Aberdeen, Berkley

Eastern Michigan System will issue transfers between local buses and Pontiac Interurban cars; also Flint Interurban cars for riders to and from points between Royal Oak Waiting Room and north limits of Clawson for the completion of a ride in one general direction.

Ask Bus Driver or Conductor for folder explaining the Low Rate Commutation Fares and Transfer Regulations.

EASTERN MICHIGAN SYSTEM

ELECTION NOTICE

NOTICE IS HEREBY GIVEN THAT at the General Election to be held in the Village of Birmingham at—

PRECINCT 1—Corner Harmon and Woodward Ave.,

PRECINCT 2—Adams School,

PRECINCT 3—Municipal Building,

PRECINCT 4—Wylie Bell's Garage, 169 Elm

PRECINCT 5—Voting Booth at S. W. corner Lincoln and Woodward,

on Monday, March 10th, 1930

from 7:00 o'clock A. M. to 8:30 o'clock P. M., Central Standard Time, the qualified electors shall vote upon candidates for the following village offices:

OFFICIAL BALLOT

Candidates for Village Offices of the Village of Birmingham at the Regular Election. (Place a cross (X) in the square opposite the names of the persons for whom you desire to vote for the respective offices.)

For President
(Vote for One)
☐ HARRY ALLEN
☐ H. T. ELLERBY

Commissioner
(One Year)
(Vote for One)
☐ EDWIN H. TILLOTSON
☐ MAURICE LOWMAN

Commissioners
(Term of Two Years)
(Vote for Three)
☐ JOHN A. WENDORPH
☐ CHARLES E. LEWIS
☐ FRED L. TUCKER
☐ WALTER L. CONNELLY

Clerk
(Vote for One)
☐ MYRTLE E. CARSON

Member Library Board
(Vote for Two)
☐ J. B. HOWARTH
☐ HELENA THOMAS

MYRTLE E. CARSON,
Clerk, Village of Birmingham