

DRIVER HELD IN CAR CRASH

Three Hurt When Alleged Drunk Driver Hits Three Machines

Joe Bronowski, 7630 Stockton avenue, Detroit, was held to court in \$1000 bond by Judge Malcolm Hunt Monday morning on a charge of driving while drunk after his car had run into three other machines at the corner of Woodward avenue and Humphrey street early Sunday night.

Mrs. Mary Dolson, 21 years old, of 475 Arthur street, Pontiac, and her seven-month-old son, Wesley, and Miss M. Gondok, 51 years old, of Detroit, all of whom were slightly injured in the crash, were treated at the St. Joseph Mercy Hospital.

They were riding with Mrs. Dobson's husband when struck by Bronowski. The other machines involved in the crash were driven by Forest Cornell of Hampton boulevard, Royal Oak, and H. C. DeRober, 610 Longfellow avenue, Detroit. All four cars were badly damaged.

Bronowski pleaded not guilty when arraigned before Judge Hunt. He was committed to Oakland county jail in default of bail and the date of his trial was set for May 1.

Miss Betty Harrington of Detroit was the guest of her parents, Mr. and Mrs. Albert G. Harrington of Ann street, Friday night.

Thirty-five Years of Progress Reflected In The Passing of 'Lectric Interurban

Nearly 35 years of continuous trolley service between Detroit and Pontiac through Birmingham came to an end Saturday afternoon when the Eastern Michigan System, successor to the Detroit United Railway, ran its last cars and abandoned its lines.

The history of the "lectric during those 35 years is bound up intimately with the history of the village of Birmingham during the last few years of the past century and the first few decades of this, and the story of its passing reflects accurately the new tastes and exactions of a changing age.

It is a story repeated over and over again as the innovations and advances in the habits of living crash out the life of the very situations which made progress possible—the story of an institution which was born in its proper time, grew into prosperity and perished when its purpose was fulfilled.

First Trolley In 1896

Inroads made by bus competition into its passenger service is the reason advanced by company officials for abandonment of the lines. Both the Pontiac and Detroit divisions of the system have ceased operation, and to make the passing even more ironic and complete, notices have been served by at least three communities along the route that poles, tracks and wires of the road will be seized in lieu of unpaid personal taxes.

The first trolley between Birmingham and Detroit ran late in the spring of 1896, when the line

was known as the Oakland Railway. It was extended to Pontiac a year later. An ordinance granting permission to the Oakland Company to lay its tracks and run its wires through the village was passed by the Village Commission on Dec. 2, 1895, when Almeron Whitehead was the village president.

The ordinance established the fare from Birmingham to Royal Oak at five cents, and from Birmingham to Detroit at 15 cents. The fare to Detroit was 30 cents when the service was discontinued. Twelve miles an hour was to be the speed limit through the village streets, and one car an hour was to be run each way for 18 hours.

D. U. R. Given Franchise

On Nov. 19, 1909, the Commission granted a franchise to the Detroit United Railway as successor to the Oakland. The service was continued under this name until comparatively recent years when the Eastern Michigan System took over the Detroit United line.

George Hendrie, father of George Hendrie, Jr., who is now a lawyer in Birmingham, and the latter's brother, Stewart Hendrie, now living in Royal Oak, were directly responsible for the first trolley service from Detroit to Birmingham.

They, together with Frank Springsteen, father of F. E. Springsteen, now a resident of Royal Oak, had full charge of laying the tracks for the old Oakland line, as well as for erecting the power house in Birmingham which still stand until a few years ago, even though it was not used for

some time before it was torn down. It was reserved under his father and brother as time-keeper on the construction job.

The history of those early days when the Oakland Railway was in its infancy contains many of the characteristic notes and reflections of editors Whitehead and Mitchell of the Eccentric of 1895 and 1896. In their reportings, always enthusiastic, they record the weekly progress of the new line and power house as they grew gradually from possibilities into realities, and their accounts are marked that the credit goes to the leaders behind the project—the Hendries and Mr. Springsteen.

"Dandy" Power House

The issue of Dec. 19, 1896, shows that construction of the line generated its share of communal animosity.

"It is said that our Royal Oak friends are 'red-headed' over the fact that the power house of the new Oakland Railway is to be located in this place. Well, it is the best place for it anyhow, and we are not disposed to find fault, especially when we are creditably informed that the new power house will be a 'dandy' and will cost in the neighborhood of \$300,000, exclusive of equipment."

On Dec. 26, the editors lament that the condition of Saginaw street, between Woodward and the station, is "deplorable" because of the excavation for laying the tracks, but reflect that the advantages accruing from completion of the line will more than offset the moon-eyed condition.

The edition of Jan. 2, 1897, is highly complimentary.

"The electrical railway is progressing as rapidly as possible and from all appearances we will have the best suburban electric railway in the country. Building railways in the winter is no good job."

A plan for becoming business on the new line is reported in the edition of Jan. 19.

Aid To Winter Sports

"A nice rink will be built on the flats adjoining the power house to make traffic good in the winter and skating parties from South to Ann are expected to come out to skate on our ice and breathe our healthy country air, and have a healthy time. In the summer time, no attraction is deemed necessary for all that will be required to do will be furnish cars enough for the public to ride on, and they will come our way by the tons of thousands to take over the most thoroughly organized and best equipped electric suburban railway in the state. The prettiest and lightest part of our 45th summer. Who dare say we are not strictly in the Only 45 minutes and 15 cents away from Detroit. Six half past a letter on the 16.

"The electric car will run regularly another day."

"The power house is the talk of the town. Mr. Hendrie is doing all that a man can do to get the Birmingham, Royal Oak and vicinity all the work and the boys are grabbing on with electrically."

Feb. 6—"They do say an electric car was run out to Royal Oak Saturday, Feb. 6. It was crowded full of passengers, and that the trip was completely successful in every particular and had there not been those and cars on the track the car would have come clear out to Birmingham. Monday."

One of Mr. Springsteen's ideas gets enthusiastic reception in the issue of Feb. 20.

Ray For Springsteen!

"Say, have you heard about Springsteen's snap and his latest great scheme?"

He has bought at Benjamin's corners from Mr. Bodgett a strip of land about 14 feet wide and a number of rods long.

This is at the point where the 10 cent fare limit begins coming cityward. Spring intends to build a large public waiting station with double accommodations for horses, belonging to the farmers who will drive there to take the "lectric. He will put in a stock of drugs, groceries, patent medicines, etc., and the accommodation for travelers, whether by electric railway, horse or bicycle will be second to none on earth. Rah for mine best Springsteen and his many-story hotel, 16 feet wide, 40 rods long and five stories high."

Strathearn Hendrie is quoted on May 21.

"Strathearn Hendrie, head push of the Oakland Railway, was in town one day last week on a tour of inspection and expressed himself as well pleased with the progress of the work in the village. There is every prospect that the cars will be running regularly within 30 days and a trial trip of one of the new cars out as far as Highland Park demonstrated the fact that for comfort, speed and convenience, they are 'out of sight.'"

Anticipation runs still higher in the issue of June 11.

"The indications are very favorable for the regular running of the electric cars from this village to Detroit before the next issue of this paper."

With Hendrie At Control

"And then, success at last! Under the headline 'Hendrie is the Biggest Man in Birmingham,' The Eccentric for June 18, 1896, covers the first run of the new line as follows:

"The first car run by electric trolley from Royal Oak to Birmingham came bowing along Woodward street shortly after 4 o'clock on Monday afternoon, with Strathearn Hendrie as motor."

"Something over a year ago electric railway from Detroit to Pontiac were taken by through Birmingham last Monday save the day which had been so earnestly wished for was stopped and at

How many pairs, madame, at these lower prices?



Kayser Silk Hose, Service weight with lisle top. Special \$1.00

Kayser Silk Hose, All silk semi-service. Special \$1.00

Rollins Hosiery, All silk chiffon. Special \$1.35

Rollins Service Hose, with lisle top. Special \$1.35

Humming Bird Silk Hose, full fashioned. Special. . . 89c

Ladies' Net Hose. A pair 50c and \$1.00

One lot of Ladies' Hand Bags Special - \$1.00 each

KOTEX
Specially Priced
3 for \$1.00

NOW is the time to place your orders for

Cash's Woven Names

for the Boys and Girls going to camp. To your order, 3 doz, for \$1.50, 6 doz, for \$2.00, 12 doz, for \$3.00, 24 doz, for \$5.00.

The new cars are commodious, easy and very fast. One feature is especially noticeable—the absence of all creaks and cheap decoration. There are no green poles, blue sheep and impossible shepherdesses, but a beautiful finish in natural woods.

The following men have drawn prizes in the drawing of places on the Oakland Railway and will commence their respective duties at once: Superintendent, A. Poulter; conductors, W. Brown, James M. Camp, Frank Springsteen, men. Ira Grover, John Heavis, John Savage; engineers, Charles Hess, William Crittenden; fireman, Frank McHugh.

"It was the most important day in the history of Birmingham since the first house was erected by our time honored first settlers."

Shortly after noon on Monday last the big belt was sprung over the six foot drive wheel of one of the engines at the power house, the steam was gradually turned on and the ponderous machine began to move. The indicator in connection with the dynamo was anxiously watched by half a dozen electricians, a tiny brass wheel was turned on the switch board, the speed of the engine was gradually increased, the little indicator commenced to move around the clock-face of the gauge until it told the story of over 600 volts, and a smile as expansive as his broad, good natured face would admit of, was the physiognomy of Strathearn Hendrie.

At 40 Miles An Hour

"The result for which all the labor and hardship had been endured and money had been spent so lavishly had stood the test and the wheels would go round."

"A carriage was hastily summoned and upon reaching Royal Oak the four new cars which had been run out with power from the Citizens' Railway on Saturday last, were boarded and a merry clip about 40 miles an hour was kept up for a mile or more when the current slackened up and the car stopped only for a minute, however, and the trip was resumed. When the four cars came through the streets, with Mr. Hendrie on the front vestibule of the first car acting in the capacity of motorman, the village was out in force, flags waved, the crowd yelled, everyone was wild with enthusiasm and the four cars quickly sped over the brow of the hill and were stopped and the day which had been so earnestly wished for was stopped and at

LADIES' Wash Dresses

Sizes 14 to 48, regularly priced at \$1.00

SPECIAL— 88c



YARD GOODS

PERCALES, Manchester and ABC Special 20c yard

ABC Fancy Batiste Special 25c yard

ABC Dimity, Fancy Patterns Special 25c yard

Muholland's

233 North Woodward Avenue

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Road Service

HURON TIRE CO.

534 South Woodward Ave. Phone 781 Open 7 a. m. to 9 p. m.

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Guaranteed for life against defects, packed with quality and service.

Right up among the leaders—sales of millions—big, sturdy, tough thick tread—making new friends every day. Try a set and be convinced that Goodyear Pathfinders give you splendid quality, comfort and mileage at these bargain prices.

E. S. Gardner

Size	Each	Pair
450-21	\$5.69	\$11.10
475-19	\$6.65	\$12.96
500-19	\$6.98	\$13.60
500-20	\$7.10	\$13.80
525-18	\$7.90	\$15.30
525-20	\$8.30	\$16.10
550-18	\$8.75	\$17.00
600-20	\$11.50	\$22.30
600-21	\$11.65	\$22.60

Remember — GOODYEAR PATHFINDER tires are built with Goodyear's elastic SHOCK-ABSORBING Cord.

Big Quality
REAL SAVINGS
Heavy Duty Pathfinder
TRUCK TIRES
30x5. \$17.95 32x6. \$29.75

SNAPPY, EXPERT SERVICE

No half-hearted service here. We know tires and we render motorists and truck owners the most efficient, helpful, interested service. Stop in regularly for tread inspection. We will see that you get the right type of Goodyears for your needs.

enormous outlay of money, for the feed wires and trolley wires, ties, steel rails, and the thousand and one expensive details of the work, which no one can understand or appreciate until he has been through the experience.

"Last winter they were frozen in, snowed under and drowned out, but persistent pugging away finally resulted in the car running with plenty of current from our own power house."

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Gambler Is Given Sixty Days In Jail

Sixty days in jail was the sentence meted out to R. F. Young, 223 Frank street by Judge Floyd S. Buck Monday when Young pleaded guilty to a charge of operating a gambling establishment in his home.

Ten frequenters of Young's home at the time the raid was made by Sergeant Delye Service and Sgt. William Green, and Patrolman Harry Dunn, were released after their names and addresses were taken. Sergt. Green reported the entrance to the building was open and that the personnel in the house were playing pool and cards and chips were confiscated.

NOTICE OF FORFEITURE OF LAND CONTRACT

By Walter Pearce Holcomb and Myra V. Holcomb, his wife, do hereby notified that a certain lot, bearing date the seven days of May, 1910, by and between Fred J. Lyon and Myra Holcomb, his wife, of the first part, and Walter Pearce Holcomb, of the second part, in default of reason of the non-payment of the

installments of principal, interest and taxes due thereunder, and you are hereby notified that should the said Fred J. Lyon and Myra C. Lyon, his wife, elect to declare and do hereby declare said land contract forfeited, and you are hereby notified that you are to deliver up possession of the premises in said land contract mentioned, and of which you are now in possession under said contract, on or before the expiration of three (3) weeks from the date of the publication hereof, to Fred J. Lyon, and Myra C. Lyon, of the first part, at the residence of Myra C. Lyon, at the residence of Myra C. Lyon, in the Township of West Bloomfield, Oakland County, State of Michigan, described as: The north one-half (1/2) of Lot numbered thirty-nine

your good name is protected... Your mind is free of troublesome worry... And you have the satisfaction of knowing that you're playing fair.

Send for helpful little booklet, "How to Use Credit to Your Best Advantage." It adds to the pleasure of buying and relieves worry over bills. **BIRMINGHAM CREDIT BUREAU INC.**

An Association of the Retail Credit Merchants, and of the professional men and women of Birmingham.

"Merchants have bills to meet too!"

Did you mail those checks, Bob?

He: No... I forgot. Well, they won't miss the money.

me: Why not? Merchants have their bills to meet, too. It's up to you to play fair with them. They've been fair with us!

When you pay your bills promptly,