

Chas. Wm. Goudy, Jr.
 Architect
 1994 LaSalle Gardens, South
 Garfield 8869-R
 DETROIT

DO YOU KNOW?
 Lawrence Hulbert, village commissioner, was one of the originators of Birmingham's civic center, which embraces the three blocks bounded by Chester, Martin, Pierce and Merrill streets, and on which have been erected the Municipal Building and Baldwin Public Library. Mr. Hulbert has been a village commissioner since 1927, and has resided in Birmingham for 27 years.

Program



—Photos by Arnold Studios.
Harry E. Bissett

The ceremonies at the depot will be in charge of the Birmingham Rotary Club, with Mr. Bissett as chairman of the committee. His assistants include George B. Boutwell, president of the club, in charge of train service; Harold Corson, who arranged the reception; C. M. Ritchie, who laid out the program; and Superintendent of Schools Clarence Vliet, who will officiate at the departure of the guests.

DO YOU KNOW?

Harry Allen, village president, resides at 566 W. Maple avenue. He was born in Birmingham 41 years ago, is married and the father of two children. He is a member of the Detroit law firm of Race, Haas and Allen. Mr. Allen resigned as village commissioner in 1930 to oppose Harold T. Ellery as a candidate for village president, which he won defeating his opponent by 3 votes. Mr. Allen received 688 votes and Mr. Ellery by 685.

LAND VALUE BOOST SEEN

(Continued from page 1)
 \$10,000 was worth \$110,000, or 110 times as much, 25 years later. By 1927, the survey shows, Shaker Heights was growing at the rate of more than one family per day.

Increases in property values in Chicago suburbs following the extension of suburban lines from the loop districts were even more phenomenal than in Shaker Heights, the investigators learned.

The conditions in Flossmoor, a community 24 miles south of the heart of Chicago, they found to be strikingly similar to those in Bloomfield Hills. Like the North Woodward suburb, Flossmoor had enjoyed considerable popularity as a center for golf and country clubs, but had experienced no active development before 1923 when the Illinois Central established rapid transit service, bringing Flossmoor within 21 minutes of the loop.

Immediately real estate values shot skyward, and within six years lots were selling at prices from 60 to 70 times higher than before the rapid transit came. acreage for Flossmoor Park, a development studied in detail by the investigators, was bought in 1925 before the service began at \$600 per acre. Six years later lots were selling in the same development for from \$80 to \$120 per foot.

Vanhook, 17 miles from Chicago, also on the Illinois Central enjoyed a similar experience. In 1921 residential property there sold for \$6 a foot on the average. Within five to six years following the inauguration of rapid transit service, the same property sold for as high as \$150 a foot.

Clarendon Hills, 18 miles west of Chicago in the Chicago, Burlington and Quincy, saw property realized at \$6 a foot in 1923 sell for \$80 a foot a few years after the railroad established rapid transit service in 1923.

Chicago's north shore provided the investigators with the most survey for study and comparison with the Birmingham and Bloomfield Hills sector. There they found large estates and comparatively small homesites, just as in Bloomfield Hills; homes costing in small fortunes as well as homes entailing a surprisingly modest expenditure—also just as in Bloomfield Hills.

Restrictions, improvements, and character of residents were found to be surprisingly similar in the two territories, and the only radical difference between the two was found to consist in the fact that Chicago's north shore, while of a slightly rolling character, is not possessed of the splendid, majestically sweeping hills that are the pride of Bloomfield.

Yet, alike as the two districts were in every important respect, property in the Chicago area was found to be selling at prices ranging from 200 to 1000 percent higher than those in Bloomfield Hills.

In Indian Hill Estates, 17 miles north of the loop, for instance, property was found to be selling at \$120 per foot; in Glenwood, 20 miles north of the loop, at \$250 a foot; in Skokie Heights, and Skokie Ridge developments, 21 miles north of the loop, at \$150 a foot; and in Deer Park, 21 miles north of the loop, at from \$225 to \$350 a foot.

Conditions in New York, Philadelphia, and Boston, the investigators found, while not so comparable to those in the Detroit area inasmuch as commuter service in those centers was established long before the projects in other cities were developed, reflected, in fact, nevertheless, similar advancements in property values.

In Washington Heights, for instance, the first New York suburb to be served with rapid transit facilities, one 26-acre property which from 1850 to 1880 increased in value from \$25,000 to \$315,000, more than tripled in value in the 40 years immediately following the establishment of the service in 1880.

The only conclusion we can

Bowker Sees "Favorable Picture"



C. G. Bowker

The Grand Trunk family is very much impressed by the interest and enthusiasm which is being shown by the people along that portion of our line between Detroit and Pontiac, where commuter service will be inaugurated Saturday.

This is the first commuter service to be established by any steam railroad in the State of Michigan and the territory which it will serve presents the most favorable picture for such a service. The inauguration of suburban railroad service in other parts of the United States has served to increase the number of homes in the suburban communities served. The extent to which North Woodward centers benefit will depend partly on the extent of the commuter service afforded.

The Grand Trunk's inauguration of suburban service between Detroit and Pontiac with the building of almost 13 miles of new railroad between Royal Oak and Pontiac represents a very large investment. While this is a most inopportune time to start a service of this kind, we intend to go ahead with it on a limited basis and increase it as patronage demands, but we must have the co-operation of all commuters.

One hundred percent co-operation resulting in the profitable operation of the service we are offering will enable us to better it from time to time until we are ultimately in a position to elect to give North Woodward the opportunity to host the most modern, fast, economical and comfortable suburban trains on the continent.

C. G. BOWKER,
 General Manager,
 Grand Trunk Western Railroad,
 Nursery Company, Fridtjofers Corporation, Hawthorne Electric Company, E. R. Richardson, Don Sereff, The Sigma Pi Society.

Draw from this survey, we at Warner and Moore believe, is that commuter service without a shadow of doubt raises land values. In the light of our findings, we can confidently predict increased values in the Detroit suburban communities to be served by the new Grand Trunk line.

60 FLOATS IN HUGEPAGEANT

(Continued from page 1)
 Hills, Leonard Electric Company, Birmingham Lions Club, McBrade Hardware Company, Mulholland Department Store, Olin Tree Surgery Company, Parks Coal Company, Village of Pleasant Ridge, City of Pontiac, Birmingham Rotary Club, City of Royal Oak, Sinclair Oil Company, Silent Automatic Oil Burner, Standard Oil Company, Sunoco Oil Company, Texaco Oil Company, Timken Oil Burner, Village of Birmingham, Village of Clawson, Women's Christian Temperance Union, F. E. Sternal Company, Village of Bloomfield Hills, Chevrolet Motor Company, Farm Crest Bakeries, Briggs Commercial Development Company.

May Oberg, Wangberg Gardens, Birmingham Lawn Supply Company, Emerson E. Brown, Landscape Gardening, W. I. Wood Dairy Company, Braun Lumber Company, The Birmingham Eccentric, General Motors Truck Company, Oakland-Pontiac Motor Car Company, Fisher Body Corporation, Oakland Hills Riding Club, Arctic Ice Cream Company, Coryell

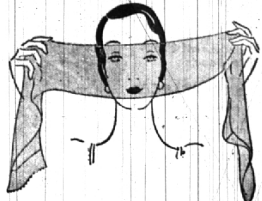
Attendance



Whiting W. Raymond
 The Birmingham Real Estate Board is responsible for the attendance at the celebration. Mr. Raymond, chairman of the attendance committee, is assisted by H. H. Shuart, in charge of attractions; T. Lascombe, in charge of prizes and contests; and J. J. Martindale, in charge of relations with the surrounding communities.

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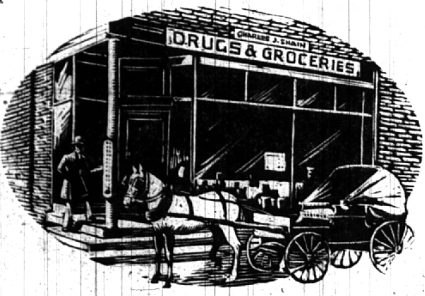
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