

POLICE ARREST 97 IN MOUTH

Traffic Violations Account For All But 17 April Infractions

Of 97 persons arrested by Birmingham police during April, 80 were charged with violating traffic regulations, according to the monthly report of Miss Carrie Stoddard, police clerk.

Three persons were arrested for felonies, all on charges of larceny. Fines collected at the traffic bureau amounted to \$147.

Those arrested for misdemeanors included 28 for speeding, 20 for violating traffic signals, 21 for illegal or over time parking, four for reckless driving, nine for drunk driving, two for riding a bicycle on a sidewalk, one for assault and battery, one for disorderly conduct, one for leaving the scene of an accident, and two for investigations.

Eleven accidents occurred in the village during the month, resulting in injuries to three persons. There was one suicide.

Police answered 56 calls and investigated 60 complaints. Three persons were bitten by dogs, and five dogs and five cats were killed.

Four cases of breaking and entering were reported, one grand larceny and one simple larceny.

IN RACE FOR CAMPUS BEAUTY QUEEN



Selected by the sororities as one of the most beautiful girls at Ohio university, at Athens, O., Mary Kathryn Chate is in the running for campus beauty queen. She is one of eight candidates. Miss Chate's home happens to be in Athens.

Back in the home days preceding 1929 there had grown up in Michigan a lot of so-called employment agencies, and some of these private agencies appeared to be getting the business and so a law was enacted requiring a license to operate and creating a new office to supervise.

This was in 1925 and at first this new venture into the realm of licensing business was made one of the functions of the department of labor. In 1929 the certain political reasons this was made a separate office to be filled by the governor. Since then it has continued as the Detroit political headquarters for the administration.

These private employment agencies have long since gone out of business for the very good reason they had no jobs to sell. But the state administrator is still on the state payroll for \$3,000 a year. He occupies a suite of offices in Detroit provided at state expense. He has a \$1,200 stenographer. Outside of paying politics he has little to do.

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WE HEARD IT SAID BY— Floyd S. Beck, township trustee of the peace: "Despite the fact that I would probably be out of a job if Birmingham should vote to become a city, I believe it would be a good thing for the taxpayers of the village."

Forsyth Back From Capital Conference St. James' Rector Attends Conclave On Church Work At College Of Preachers

Rev. Warner L. Forsyth, rector of St. James' Episcopal Church, returned to Birmingham Friday after having spent the past week and a half in Washington, D. C., attending a conference on the stimulation of preaching and church work at the College of Preachers of Washington Cathedral.

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part of the state were giving freely of their time to this worthy cause, without expecting a cent of pay, this individual, who can jump from payroll to payroll with the agility of the squirrel, but with the added ability to sit in two trees at once, had his share put down for another pay check. He now draws two for a total of \$4,450 per annum.

A clever move in the House recently robbed him of a third salary when a bill he himself had drawn was changed to rule him outside the appropriation. Around legislative hall, this agile pay-check grabber is known as prime minister to the present administration.

R. Wayne Newton is the name. A recent Washington correspondent referred to the wail that goes up when the case of R. W. N. is said: "Politicians bleed easily." How true! If the reader doubts this, let him try prying his payrolls—or even writing about them.

Leaving for the moment the strict consideration of the payrolls and turning attention to a discussion of an emolument which has grown to staggering proportions, let us consider the state feed of the motor cars. It is said at the outset that figures given here are only approximately correct. However they are correct as the accounting division of the state administrative board is able to make them.

It is now more than three weeks since a senate resolution was adopted ordering the state administrative board to disclose to the members of the legislature the number, type and make of the various motor cars owned by the state and used by its employees in the various departments, boards, bureaus, institutions and agencies of government.

The resolution also asked for information regarding the number of miles these cars are run during an average year, the purpose of the trips and such other information.

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regarding the cost of operation as might be of interest.

Report Not Correct Two reports were made. The first was checked with heads of several of the departments and found not correct. Another was furnished with certain corrections but this report, too, has been found not exactly correct in at least some instances. The fact is the state-owned cars of which the administrative board has no record.

Its method of keeping records regarding the purchase of gasoline and oil, motor motor and gas repair parts, and other charges with which the average car owner is familiar is so crude and incomplete that officials of the administrative board and its accounting officers threw up their hands and admitted it would take weeks, perhaps months, to supply the complete information sought. They promise they will have the figures by next January.

However a few facts have been discovered—facts which remain undisputed.

Huge Fleet The state has a record of 644 passenger cars owned and operated and 508 trucks of various makes and types. It is known that more cars than this are being operated under state license, gas and tires and oil and other expense being met from state taxes. These figures, large as they appear, do not include hundreds of highway maintenance trucks.

If these cars and trucks were lined up along Michigan avenue from the state capital east, spaced for lawful driving, the procession of state owned and operated motor car units would extend into the village of Williamston, nearly 18 miles away.

If these cars are being driven an average of 25,000 miles each per year, and many exceed this number of miles by four times and more, the total car miles which the state drives in a single year exceeds 30 million miles. A single car chugging the globe 1,200 times would not drive so far.

And yet, as can be seen by the Legislature how many cars there are, who drives them or why, when they are driven or for what mission, how much the cost per mile for gasoline or oil or tires may be or whether it would be cheaper to travel by train or air.

The state highway department holds the record for most cars, but they also hold the record for using cars of the Ford and Chevrolet type, which are the economy in first cost as well as in operation costs. The department of conservation comes next with 143 and the state police third with 116. The prison group operates a fleet of 100 cars and trucks.

Other large users of motor car transportation include the department of health, the utilities commission, the department of agriculture, the military establishment and the welfare department.

A census and inventory of commonwealth supplies some very good

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cars, too, for its "god-abundant" officials. Included in the number listed by the secretary of the administrative board are found two Lincolns; three Packards; eight Cadillacs; 50 Buicks; and 41 Reos, most of the latter being of the Royale type with all the trimmings and gauges included.

It is common talk around Lansing that these state cars must be found parked outside the homes of state officials almost any morning of the week. Morning is used adverbially because most of them are not there during the evening and early night, not that most officials work until late hours of the night but the families always ready for a short bonvoyers after dinner.

The reader is reminded, too, that these cars are not confined to Michigan highways—not by any means. One state car at least has been Florida on a winter vacation trip, others have been far west.

During summer months many visit Canada scenic and recreation centers. And on a Sunday afternoon almost any day of the year, the highways of our own state are literally crowded with cars bearing state license plates which indicate that no tax is paid on the fuel consumed.

A convenient system of coupon books is provided to insure the driver that whenever he may show up at a filling station his wants will be ministered to—at state expense.

Vacation Trips One young man, employed in a state capacity was recently heard boasting in a Lansing restaurant that he was going to have a new Oldsmobile for his vacation trip. He explained that his wife objected to going back home in a Chevrolet. It was the first visit home since her marriage and she wanted to impress her girl friends with the match she had made.

He told just how he had gone about it, gratifying his young wife's wishes and she enjoyed him a few days he proudly drove his new Olds up in front of the same restaurant to prove he was no humbug. He is still driving the Oldsmobile furnished from state funds.

A not too recently appointed minor official had more paid at the outset and on a very recent morning when he sat down to his desk to fill a position newly created, he found outside the state office building a fine new Reo. Royale right to go along, with his shining new office furniture.

He explains his need so fine a car by telling attention to the fact that he calls upon many distinguished jurists of Michigan and that he could not hope to impress them sufficiently if they discovered him disappointing from a car of lesser grandeur.

Huge Sum Invested Figured at \$3,000 each as the average cost of the 1,152 cars and trucks, Michigan has invested in this type of transportation the sum of \$1,125,000. Figured at five cents per mile for each vehicle, the estimated 30 million miles driven each year, then this huge fleet of motor cars costs the state at least an equal sum. Michigan officials have proved themselves good travelers.

Now let the reader return for a brief inspection of this payroll question. While these lines are being written, citizens of Michigan are doing down into their pockets for driver's license renewal fees. What do they get for this money? One sergeant of state police at \$1,800; one investigator at \$1,600; one trooper at \$1,500; seven deputy constables costing \$4,900 annually; one trooper headquarters building estimated to cost \$100,000, funds for which were recently released by the state administrative board over the vigorous protest of at least one member of the group.

The 1931 operator's license law was passed under the whip of the present administration as a means of building up a thoroughly trained traffic division of the state police to guarantee the safety of the highways. One trooper has been provided thus far.

There is another office which should have received mention in an earlier article but was over-

per year, two years for \$3.50.

of more than a score of Episcopalians from all parts of the country in attendance at the conference, which was devoted to the

subject "Expository Preaching of the New Testament." During the conference, the clergyman made a pilgrimage through the cathedral, now approximately one-fourth built. When completed it will rank among the noble edifices of the Christian

WHO IS SELLING 13,000 People in this Birmingham Area?

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