

(Continued from Page 3, Section 2)

| | | |
|--|----------|----------|
| Southfield, 1929 | 1,111.74 | 950.70 |
| 1930 | 1,111.74 | 1,111.74 |
| 1931 | 1,111.74 | 1,111.74 |
| 1932 | 1,111.74 | 1,111.74 |
| 1933 | 1,111.74 | 1,111.74 |
| Interest on Delinquent Taxes | 411.74 | |
| Primary Money | 411.74 | |
| Library Money | 411.74 | |
| Janitor's Salary | 411.74 | |
| Water and Gas | 411.74 | |
| Telephone | 411.74 | |
| Car Expenses | 411.74 | |
| Travel Expenses | 411.74 | |
| Insurance | 411.74 | |
| Miscellaneous | 411.74 | |
| Balance on Hand, June 30, 1933 | 1,111.74 | |
| Transferred to Special Delinquent Tax Loan Account | 1,111.74 | |
| Transferred to Scrip Redemption Account | 1,111.74 | |
| Transferred to Short Term Loans | 1,111.74 | |
| Cash on Hand, June 30, 1933 | 1,111.74 | |
| First National Bank (Old Account) | 1,111.74 | |
| First National Bank (New Account) | 1,111.74 | |
| Cash on Hand, June 30, 1933 | 1,111.74 | |

Columnist Finds Berlin Growing "Dance-Mad"

By JAMES ASWELL

BERLIN—Berlin has grown progressively more dance-mad since the war. Signs advertising "Tanz" and "Tanz-Kabarett" are to be found on every corner and the new regime, which is strictly about certain phases of night life, is apparently hospitable to the dancing element.

During the few days I have been in Berlin, several dance halls have opened in an ambitious scale within a radius of a few blocks of the hotel. The Real Casino is the gaudiest in town; it is, probably, the grandest interior ever imagined, equipped by a tipsy designer of musical comedy sets.

The place collides with the eyes. For a period after the visitor enters he must hold to something that he has accustomed to in thousands of glass beads of every color which form globes for the lights. The globes whirl. Beneath them, on high ornate, mirror-trimmed, minaret affairs, small fountains play ceaselessly. And the fountains whirl as well.

DIZZY TANZ-HALL

There is a telephone on every table. There is also a slot for messages to be sent via pneumatic tubes, which worm around the electric coils of some futuristic type ice box. There are little lighted signs about each table, offering a choice to the patron in advertising his intention—whether he wants the girls to ask him to dance, being timid, whether he wants to be asked himself, or whether he simply wants to sit quietly with his beer.

Surely there is no lack of facilities for communication in this place, except air mail, and if my German had been better I might have learned they were prepared to supply that, too. The convention which allows a young man to walk up to a presumably nice girl who is a perfect stranger to him, click his heels, bow and ask her for the

Ickes Tops Notable Career As Public Works Administrator



Born March 15, 1874, in Frankfort township, Dear county, Pennsylvania. Was graduated from University of Chicago in 1907.



Reporter on Chicago papers, 1897-1901 and immediately began taking interest in reform municipal politics. Boston progressive law in Chicago in 1907.



Delegated large Progressive national convention, 1912. Elected national convention, 1912. Elected national convention, 1912.



Managed majority campaigns of "unsuccessful reform candidates of John M. Harlan, 1905, and Charles E. Merriam, 1911. Became "Bull Moose" member of Theodore Roosevelt's campaign committee in charge of Charles H. Hughes campaign for president. Chairman, Illinois state board of defense neighborhood committee, 1917-April, 1918.



Swung over to regular Republicans in 1916, after collapse of Progressive movement, and served as member of national campaign committee in charge of Charles H. Hughes campaign for president. Chairman, Illinois state board of defense neighborhood committee, 1917-April, 1918.



Swung energetically to support of Franklin D. Roosevelt for president long before New York governor was nominated. 1932 Appointed secretary of interior by President Roosevelt, March, 1932.



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ANNUAL SHOE SALE

Buy Now! Save Money

20% OFF

On All Our Spring and Summer Shoes For Men, Women and Children

SPECIAL! Florsheims For Men '6.85

WILLIAM'S BOOT SHOP

115 W. MAPLE AVE.

| | | |
|--|-------------|-------------|
| Operation: | | |
| Janitors' Salaries | \$11,702.70 | |
| Primary Money | 1,250.00 | |
| Water and Gas | 4,418.40 | |
| Telephone | 3,138.20 | |
| Car Expenses | 2,725.00 | |
| Travel Expenses | 841 | |
| Insurance | 292.23 | |
| Miscellaneous | 712.27 | |
| Maintenance: | | |
| Repair of Heating and Ventilating Equipment | \$ 290.00 | |
| Auxiliary and Coordinate Activities: | | |
| Health Service—Salaries | \$ 1,045.75 | |
| Health Service—Supplies, etc. | 197.8 | |
| Debt Service: | | |
| Interest on Bonds | \$22,216.50 | |
| Transferred to Special Delinquent Tax Loan Account | 10,442.20 | |
| Transferred to Scrip Redemption Account | 15,544.93 | |
| Interest on Short Term Loans | 2,749.44 | |
| Capital Outlay: | | |
| Miscellaneous | \$ 245.43 | |
| Cash on Hand, June 30, 1933: | | |
| First National Bank (Old Account) | \$24,821.18 | |
| First National Bank (New Account) | 554.97 | |
| Cash on Hand, June 30, 1933 | \$25,376.15 | |
| Tax Money Deposited in Bank: | | |
| Southfield Township—1930 | \$ 32.26 | \$ 66.81 |
| 1931 | 8,436.74 | 10,254.74 |
| Troy Township—1930 | 139.35 | 139.35 |
| Cash Disbursed: | | |
| First National Bank—Detroit: | | |
| Principal on Notes | \$4,423.27 | \$ 5,192.12 |
| Interest | 155.35 | 5,192.12 |
| Transferred to Scrip Redemption Account | \$ 55.29 | \$ 59.29 |
| Balance on Deposit, June 30, 1932 | 65.57 | |
| (Scrip Redemption Account—Schedule "D") | | \$16,485.20 |
| Cash on Deposit, June 30, 1932 | | \$ 199.54 |
| Transferred from General Fund | 65.39 | 26,682.72 |
| Transferred from Special Tax Account | | |
| Principal Scrip Redeemed | \$18,225.00 | 16,900.00 |
| Interest Paid | 625.45 | |
| Cash on Deposit, June 30, 1933 | | \$ 4,981.75 |
| Balance on Deposit, June 30, 1933: | | |
| First National Bank (Old Account) | \$ 1,296.16 | |
| First National Bank (New Account) | 1,785.59 | |
| Cash on Hand, June 30, 1933 | | \$ 3,081.75 |
| (School Bond and Interest Account—Schedule "F") | | \$ 3,081.75 |
| Cash Disbursed: | | |
| Bond Coupons | \$24,373.50 | \$38,130.00 |
| Interest on Past Due Bonds | 579.80 | \$24,942.50 |
| Balance on Deposit, June 30, 1933 | 5,267.90 | |
| Cash—(Athletic Fund—Schedule "F") | | \$32,103.00 |
| Cash—(June 30, 1932): | | |
| On Deposit—First National Bank | \$ 31 | |
| Commercial Account | 23.47 | |
| On Deposit—First National Bank | 1,419.28 | \$1,453.82 |
| Savings Account | | |
| Cash Received: | | |
| Cash Receipts | \$1,447.48 | |
| Miscellaneous Revenue | 6.00 | |
| Interest on Bank Deposit | 37.74 | 1,491.22 |
| Cash Disbursed: | | |
| Name Expense | \$ 196.00 | \$2,960.55 |
| Athletic Equipment and Supplies | 1,236.45 | |
| Medical Service | 25.00 | |
| Cash Stolen from Vault (Robbery) | 9.25 | \$ 660.22 |
| Cash—June 30, 1933: | | |
| On Deposit—First National Bank | \$ 186.42 | |
| Commercial Account | | |
| On Deposit—First National Bank | 1,798.21 | 1,984.63 |
| Savings Account | | |
| Total Scrip Printed: | | \$24,626.45 |
| Series "A": | | |
| 1 to 30 | \$ 100.00 | \$ 3,000.00 |
| 31 to 60 | 100.00 | 6,000.00 |
| 61 to 90 | 100.00 | 9,000.00 |
| 91 to 120 | 100.00 | 12,000.00 |
| 121 to 150 | 100.00 | 15,000.00 |
| 151 to 180 | 100.00 | 18,000.00 |
| 181 to 210 | 100.00 | 21,000.00 |
| 211 to 240 | 100.00 | 24,000.00 |
| 241 to 270 | 100.00 | 27,000.00 |
| 271 to 300 | 100.00 | 30,000.00 |
| 301 to 330 | 100.00 | 33,000.00 |
| 331 to 360 | 100.00 | 36,000.00 |
| 361 to 390 | 100.00 | 39,000.00 |
| 391 to 420 | 100.00 | 42,000.00 |
| 421 to 450 | 100.00 | 45,000.00 |
| 451 to 480 | 100.00 | 48,000.00 |
| 481 to 510 | 100.00 | 51,000.00 |
| 511 to 540 | 100.00 | 54,000.00 |
| 541 to 570 | 100.00 | 57,000.00 |
| 571 to 600 | 100.00 | 60,000.00 |
| 601 to 630 | 100.00 | 63,000.00 |
| 631 to 660 | 100.00 | 66,000.00 |
| 661 to 690 | 100.00 | 69,000.00 |
| 691 to 720 | 100.00 | 72,000.00 |
| 721 to 750 | 100.00 | 75,000.00 |
| 751 to 780 | 100.00 | 78,000.00 |
| 781 to 810 | 100.00 | 81,000.00 |
| 811 to 840 | 100.00 | 84,000.00 |
| 841 to 870 | 100.00 | 87,000.00 |
| 871 to 900 | 100.00 | 90,000.00 |
| 901 to 930 | 100.00 | 93,000.00 |
| 931 to 960 | 100.00 | 96,000.00 |
| 961 to 990 | 100.00 | 99,000.00 |
| 991 to 1000 | 100.00 | 100,000.00 |
| Series "B": | | |
| 1 to 10 | \$ 5.00 | \$ 50.00 |
| 11 to 20 | 5.00 | 100.00 |
| 21 to 30 | 5.00 | 150.00 |
| 31 to 40 | 5.00 | 200.00 |
| 41 to 50 | 5.00 | 250.00 |
| 51 to 60 | 5.00 | 300.00 |
| 61 to 70 | 5.00 | 350.00 |
| 71 to 80 | 5.00 | 400.00 |
| 81 to 90 | 5.00 | 450.00 |
| 91 to 100 | 5.00 | 500.00 |
| 101 to 110 | 5.00 | 550.00 |
| 111 to 120 | 5.00 | 600.00 |
| 121 to 130 | 5.00 | 650.00 |
| 131 to 140 | 5.00 | 700.00 |
| 141 to 150 | 5.00 | 750.00 |
| 151 to 160 | 5.00 | 800.00 |
| 161 to 170 | 5.00 | 850.00 |
| 171 to 180 | 5.00 | 900.00 |
| 181 to 190 | 5.00 | 950.00 |
| 191 to 200 | 5.00 | 1,000.00 |

Henry Ford Dearborn, Mich.

IN ANSWER TO A LADY'S LETTER

A lady writes to say that she does not understand why an 8-cylinder car does not cost more to run than a car with fewer cylinders. She refers to my statement that our Ford V-8 develops more power on a gallon of gas than any car we have made.

The use of 8-cylinders does not mean the addition of two or four extra fuel consumers. It is not, for example, a 4-cylinder engine multiplied by two. Our 8-cylinder engine takes the fuel supply of an ordinary 4-cylinder engine and divides it eight ways. And why?

By reducing four larger explosions into eight smaller ones, we get engine smoothness and quietness. Eight-cylinders indicate the way the gas is used, not the amount. It is just the difference between going upstairs in four long jumps or in eight ordinary steps.

Two things use up gas—bad engine design and useless car weight. Besides having an engine that gets a high percentage of power out of the fuel, the Ford V-8 has a light, strong body and chassis so that no power is wasted in moving excess weight.

The only extravagance about the new Ford V-8 engine is in the building of it. The extravagance is ours—the economy is yours.

The whole question of car economy needs clearing up. An economical car gives economy all round. Price, operation, upkeep, all play their part. If what you save on gas you lose elsewhere, that is not economy.

As to upkeep, our dealers say that in recent years the improved quality of Ford cars has cut down their repair business 50 per cent.

As to price with quality,—judge for yourself.

As to economy, here is the record of a stock car three weeks out of shop in Oklahoma:

On a run of 10,054 miles at the rate of 1,000 miles a day—the Ford V-8 gave 16.8 miles per gallon of gas. Not a drop of water was added to the radiator. The oil was changed once in 1,000 miles.

That should answer a lot of questions.

July 24th, 1933

Henry Ford