

PEOPLE'S COLUMN

The Eccentric is pleased to receive communications for this column. All communications must be signed, but signatures will be kept confidential upon request. Letters must be limited to 500 words, and must be in the office by Tuesday noon for publication the following Thursday.

TEMPERANCE EDUCATION
 The Editor: I am writing on behalf of our Birmingham W. C. T. U. We wish say we are glad of the offer you made of money for temperance education. Of course, we are surprised at this, for we know we are for temperance—first, last and always. We would like at this time to thank you once again for your interest in our organization and for your kindness in giving such helpful talks from time to time. We were glad in reading The Eccentric to find so many of our Birmingham men in favor of temperance education. Our union has always stood for this and we have tried on this work in our schools much as we have been permitted. When we read of your offer to give over this money to the local organization, that would submit the best plan for this work, we are ought, for a few minutes, that we would enter this contest and we will win this money and start a local Temperance Legion—one of many departments in our union. We have wanted to start this for

a certain percentage of all local dues goes to the district, county, state and national work. Our work is not only with the liquor question and its problems—we teach and believe in temperance in all things. I often think the dry forces must be discouraged, but with God on our side and the help of our Christian young people, we know the work of temperance education is bound to accomplish great things. How we wish this might have been a contest we could conscientiously have entered, but he that as it may, we will wish you success in any temperance work you may undertake.

MRS. EARLE CUNNINGHAM, President, Birmingham W. C. T. U., 644 South Bates street.

DEPOPULATION
 To the Editor: In the news from Washington recently appeared a statement by Harold L. Hopkins, fiscal chief administrator, regarding the administrative purposes and plans for what he called "social legislation."

One of these struck me with peculiar force. It was his statement to the effect that "everybody knows there are too many large cities" and that "administrative action would proceed toward decentralization." In vain have I looked for editorial comment in various dailies. I am quite astonished that such a carry on the work in a big way, for

without editorial notice. What would be some of the results if Hopkins' idea should get beyond the stage of a pipe dream? Decentralization means, of course, the decrease of population of large cities and the setting up of a large number of small towns which would, of course, thereafter compete in attracting families from the big cities. The whole scheme is hailed as a part of the "back to the land movement." But its promised blessing to families so removed is made doubtful by the fact that so large a number of farmers, for the want of a market for their products, are now mendicants at the public treasury that has become a national political problem of first magnitude.

The farmer is the largest consumer of our manufactured products and he is broke. If a pre-emptive buying power is by any means responsible for the depression in large cities where our factories are centralized. How, then, can it help the farmer's lack of a market for his product and lack of buying power to move the factories and a lot of people from the large cities into the country with the avowed object of having these people produce their own food? By producing their own food, the farmer would be deprived of so much of his market as the city moved people now represent while living in the city where they cannot produce food.

Why does labor, as well as manufacturing, gravitate toward large cities anyway? For the laborer, it promises a greater opportunity for choice of occupation as well as employment for himself and for his children in the future. A factory employee in a small town is a slave of his employer, for if he is dissatisfied and quits his job, he is confronted with removal of his family from the small town, an expense which he cannot meet. So he stays on and suffers.

The manufacturer seeks location in large cities because of greater opportunity for choice of labor, diversified transportation, nearness to material, supplies and communication.

In other words, natural causes, resulting from a development of manufacturing, have brought about centralization of capital and labor; and centralization of natural causes, will continue so long as we remain a great manufacturing nation. Harold L. Hopkins notwithstanding.

But the faulting of the Hopkins plan is, after all, the smallest part of the evil resulting from the execution of such artificial transportation of populations. The result upon the financial condition of the large cities is a decrease of their populations—a real problem.

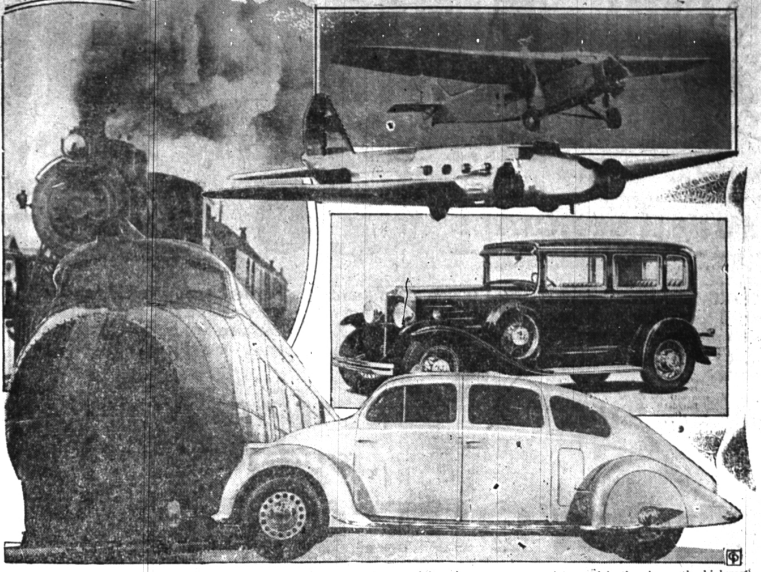
It would be interesting to have Hopkins tell us how the large cities with increasing debts can hope to pay these debts when Hopkins hopes to decrease their population. What of the value of the houses so emptied? Who will occupy them? What of the retail stores and the public utilities? Who will take their place in consumption of goods?

There is perhaps a sum of ten billion dollars in municipal bonds of such cities, held by insurance companies, banks, trust companies, private estates, widows and orphans, which will be jeopardized when Hopkins begins his proposed social transportation and which, if depopulation continues, will inevitably become worthless. Who will reimburse holders of these bonds for such losses? Any holder of municipal bonds who takes Hopkins' proposition seriously would do well to sell his holdings at once. All the transportation and public utility holdings of companies so centered will prove equally insecure.

No, Mr. Hopkins, don't forget that good economics is good book-keeping and both are based on the old and sound maxim that a credit to one account makes a debit to another, and good business and good economics require both to be profitable.

Why not get an eye-fall of the nearly two billions of excess reserve which the banks have piled up in the Federal Reserve? It represents a potential employment of over two million men, which equals the purchasing power of 10 million people at \$1,000 per year, per-family head. That two billions is not earning the bankers a cent. They get no interest from it. The amount, plus the additional amount of cash in the banks, and the 20 billions of credit it could furnish, represent potential employment to every unemployed person in the country.

HOW STREAMLINES ARE AFFECTING MODES OF TRANSPORTATION



How the trend toward streamlining is enveloping transportation is demonstrated in this layout, showing the old types of airplane, automobile and train, as compared to the new streamlined modes of travel in the air, on the highway and by rail.

communicated with ability, but he would his salary anyway. Business men know and a rich nation which has made them rich. It is a prevalent thought that the successful men of business have developed the country. They know better than any professor or idle theorist that they will not let the hand that feeds them, starve. Nevertheless, until things quiet on the Potomac, hoarding must be the order of the day by those who have anything to hoard. A theorist and a professor in such case, does not play the loss.

What is the answer? We tried to change horses in the middle of the stream and fell in the water. If we want to get out must be by individual effort. But, first of all, the dollar must be stabilized. THOMAS H. MILLINGTON, Oakland Avenue.

Classified Ads should be in The Eccentric office not later than four o'clock Wednesday afternoon of each week. —Ady. 51*

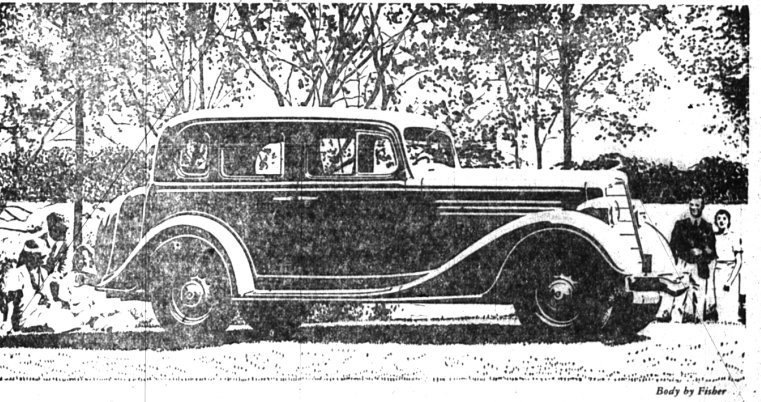
Auto-Owners
 INSURANCE COMPANY
 Annual Dividends
 Non-Assessable
 Dependable
James J. Kelly Ag'y
 Theatre Bldg. Phone 2112

AP Mid-Summer COFFEE SALE
 SAVE MONEY—THIS WEEK

EIGHT O'CLOCK	19¢	RED CIRCLE	21¢	BOKAR	25¢
Mid and Mellow		Rich and Full-bodied		Vigorous and Wiry	

EQUAL IN QUALITY, DIFFERENT ONLY IN FLAVOR

8 O'CLOCK COFFEE	3 lb bag 55c	BEECHNUT COFFEE	1 lb tin 29c
DEL MONTE COFFEE	1 lb tin 29c	CINNAMON COFFEE CAKE	each 17c
SWEET PICKLES	Master Brand quart		23c
RAJAH VINEGAR	White or Cider	pint	8c
CRYSTAL WHITE SOAP	10 bars		28c
GOOD LUCK OLEO	Economical Spread	2 lbs	25c
KELLOGG'S CORN-FLAKES	Large	2 pkgs	19c
POST TOASTIES	Large	2 pkgs	19c
SUPER SUDS	small pkg 7c	2 large pkgs	29c
SEMINOLE TISSUE TOILET PAPER	4 rolls		25c
PALMOLIVE BEADS	3 pkgs		13c
TWIST BREAD	Grandmother's	1/2-lb loaf	9c
THRIFT LUBE OIL	2 Gal.		89c
TOMATO JUICE	Sun Rayed	10 oz. cans	5c
MUNDUS BEER		case	\$1.64
PINEAPPLE LAYER CAKE	Delicious	each	23c
PACIFIC TOILET PAPER	3 rolls		10c
MORTON'S SALT	Plain or Iodized	2 pkgs	15c
OUR OWN TEA	Economical	1/2-lb pkg	19c
FELS NAPHTHA SOAP		10 bars	43c
CHILI SAUCE	Ann Page	2 bots	29c
KREMEL	All Flavors	3 pkgs	10c
GINGER ALE	Yukon — 24-ounce	3 bots	25c
SOAP CHIPS	Easy Test	5 lb carton	25c
RED TOP BEER	Made in Cincinnati	case	\$1.79
APPLE SAUCE	Ann Page	med. can	10c
CANTALOUPE	Extra Large Size	Each	10c
PEACHES	Georgia Elberta	4 lbs	23c
CADDAUE	For Salad	2 lbs.	5c
ORANGES	Sweet and Juicy — Pure Gold	dozen	27c
TOMATOES	Home Grown	2 lbs	15c
WATERMELONS	Large	each	49c
BANANAS	Golden Beauties	lb	6c



Match This Performance at This New Low Price

\$795
 [LOWEST PRICE IN BUICK HISTORY]

A Straight Eight—93 Horsepower—85 miles per hour—15 miles per gallon!

Ninety-three is the newest Buick's horsepower. That smooth power pursu you softly along at average cruising speeds. It zips you up to 85 miles when and as you wish. And whisks you swiftly—in high—from 10 to 60 miles an hour in 21 seconds. Yet fuel economy reaches the amazingly high average of 15 miles per gallon. Such performance is part of the greater value of this Buick through and through—with beauty, size, and all the proven Buick features. Test this performance for yourself, with Buick's solid staunchness under you and around you. No delay in deliveries.

*Series 40—\$795 to \$925. Series 50—\$1110 to \$1230. Series 60—\$1375 to \$1675. Series 90—\$1875 to \$2275. List prices at Flint, Mich. All prices subject to change without notice. Illustrated above is model 41, 1935, at Flint. Special equipment extra. Dueso fenders at no extra charge.

BUICK
 THE NEWEST

WHEN . BETTER . AUTOMOBILES . ARE . BUILT—BUICK . WILL . BUILD . THEM

Sumner Motor Sales, Inc.
 670 S. WOODWARD AVE.

All Steaks - Sirloin Porterhouse Round 1b. 27c

Standing Rib Roast	1b. 17c
Sirloin Roast	1b. 25c
Shoulder Roast Beef	1b. 15c
Stewing Chicken	1b. 19c
Leg O Lamb	1b. 21c

Boneless Rolled Roast Veal 1b. 17c
 Spiced Ham Sliced 1b. 29c
 Lake Huron White Fish 19c
 Sword Fish 1b. 27c
 Sliced Halibut 1b. 21c
 Pork Loin Rib End 1b. 14c

ALL PRICES SUBJECT TO 3% MICHIGAN SALES TAX • WE REDEM DETROIT CITY SCRIPTS