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"TOBACCO ROAD" BEGINS 3RD WEEK

James Kirkwood Heads Cast
Of Famous Drama At
Cass Theatre

"Tobacco Road," Jack Kirkwood's famous dramatization of Erskine Caldwell's novel, starts the third week of its limited engagement at the Cass Theatre, Detroit, on Sunday night, Oct. 27. James Kirkwood, noted stage and screen star, heads the cast of distinguished Broadway artists.

No play in many years has stirred up so much discussion as this story of the share-croppers of the backwoods country of Georgia. Dozens of newspaper editorials have praised the play as an authentic disclosure of conditions in the south and so widespread has been the interest that a congressional investigation into these conditions is now under way. In "Tobacco Road," Jack Kirkwood shows us the lives of a typical family of this type, living on the land that no longer brings them support. The play abounds with the humor that comes from the conflict of characters who know nothing but sex and religion and whose daily lives are taken up with discussions of themselves and the hope that the future will change their present conditions. The dramatic crisis of the play arises when Jester, threatened with the loss of his land.

James Kirkwood, whose magnificent performance in the title role of Channing Pollock's "The Fugle" and in many motion pictures, has made him one of the favorite players of the country, plays Jester Lester with the aid of Florence Gerald as Ada, Maud Lambert as Sister Beatie and Robert Rose, Tilden Davis, Cynthia Arden, Elaine Ellis, Lillian Ardeil, Marshall Hale, Donn Bennett and Walter Ayres.

The engagement of "Tobacco Road" at the Cass is a limited one. In addition to the regular performances every evening there are matinees on Wednesday and Saturday.

We are willing to gratify personal vanity in another man if it doesn't cost us anything.

Whom Will G. O. P. Pit Against Roosevelt In 1936? It's Anybody's Guess!



Will one of these men be nominated as Republican candidate for president in 1936? Herbert Hoover (1), Frank Knox (2), Senator Arthur Vandenberg (3), Senator William E. Borah (4), and Gov. Alf Landon (5) are among the most prominent possibilities.

The race for Republican nomination for president in 1936 promises to be a wide-open contest. A host of prominent men have, in recent months, loomed as possible candidates for the post of 1936 G. O. P. standard-bearer.

Among the most frequently mentioned prospects, of course, is Herbert Hoover, titular leader of his party, for a time the threat that he would seek the nomination another, ambitious or otherwise eager for the honor of leading next year's fight against President Roosevelt. More recently, however, it became apparent that the former president was willing to get behind whomever the party nominated; and many serious booms have since been generating.

The most powerful, according to a recent poll, seem to be those of Senator William E. Borah of Idaho, Frank Knox of Indiana, Gov. Alfred (Alf) M. Landon of Kansas, and Senator Arthur Vandenberg of Michigan.

Even eastern conservatives are inclined to hope Borah will win, for us from the west, which they believe a necessary qualification, he has consistently opposed administration efforts to revise the constitution. He is well-known, experienced and, to a certain extent, liberal.

Of somewhat the same stamp is Senator Vandenberg. One of the few Republican senators to be re-elected in 1933, he has lent his support to but half the New Deal legislation. Just recently he attacked the administration tax bill designed to collect more money on vast fortunes and incomes, favoring instead broadening the base of income taxes. Present indications are that he will be a very serious candidate for the nomination.

Colonel Knox, Chicago publisher and one-time secretary of the Michigan G. O. P. State Committee, appears to be well started, his friends already seeking support for him in the east and south. Of all possible candidates, Colonel Knox has been most active in addressing the public.

Many other prominent Republicans are regarded as potential

Baldwin Public Library Notes

Among the new books at Baldwin Public Library:

"American Ferns" by E. A. Roberts.

"The Art of Squash Racquets" by Harry Cowley.

"Trial Balances," an anthology of younger poets, with criticisms, edited by Ann W. R. R. Rimmer.

"Learning to Sail" by H. A. Calahan.

"The Radio Amateur's Handbook," published by American Radio Relay League.

"Bookkeeping for Immediate Use," by Kirk, Street and Odell.

"Men and Mountains," by M. H. author, with illustrations by Rimmer. This is the story of man's scientific victory over nature.

Within the story of the story of Andromache, Troy, and Iliad during the siege.

There were great leaders in the ancient days, but people did not know much.

candidates. Two Oregon senators—Charles L. McNary, minority Senate leader, and his colleague, Frederick Steiwer—are in the

background, ready to take advantage of any shift in the running.

Senator L. J. Dickinson of Iowa, a staunch foe of the New Deal, is another possibility. He may appeal to unrepentant eastern arch-conservatives.

Then there is Gov. Harry Nice of Maryland who, in 1934, defeated Maryland's long-time favorite Democrat, Albert C. Ritchie. Dr. Glenn Frank, liberal, Wisconsin University professor, has some support. So, too, has wealthy Ogden Mills of New York, secretary of treasury under Hoover. Opposed by the west as a symbol of Hoover and Wall Street, Mills' lack of popular appeal hinders his chances.

One of the few Republican governors to survive the "31 Democratic landslide," Gov. Harold G. Hoffman of New Jersey, a veteran, is regarded as a man of political destiny, and more may be heard of him as the campaign draws near.

Mayor Fiorello H. LaGuardia, chief executive of the country's largest city, has rated some support. Almost a New Dealer, except in label, New York's fiery congressman is unacceptable to most regular organization leaders.

Other G. O. P. notables who merit "honorable mention" are: John G. Winant, New Hampshire; Walter J. Kohler, Wisconsin; D. O. Hastings, Delaware; James M. Hick, Pennsylvania; Charles Curtis, Kansas; Hamilton Fish, New York; Patrick J. Hurley, Oklahoma; Arthur M. Hyde, Missouri; Arthur W. Little, New York; Frank O. Lowden, Illinois; Gerald P. Nye, North Dakota; Arthur R. Robinson, Indiana; Theodore Roosevelt, Jr., New York; Bertrand H. Enell, New York; James M. Wadsworth, New York; and James E. Watson, Indiana.



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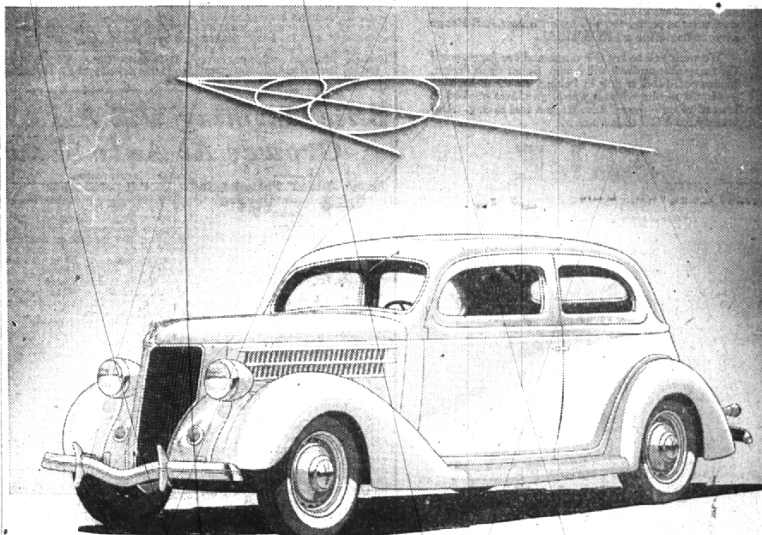
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THE NEW FORD V-8 FOR 1936

Why do we say The New Ford V-8 for 1936?

What is new about it?

Of course, the newest engine in the low-price car field is still the V-8 engine. Since Ford made it available to all car users (keeping it as economical as cars with fewer cylinders) the Ford V-8 has been the newest engine on the market, and remains the newest for 1936.

You may buy a car on minor "talking points"—some specially advertised feature—"with the car thrown in"—but after all, it is the engine you buy when you buy a car. Hence we put the engine first.

Other new points about the car make a long list.

Its lines are much more beautiful. The hood is longer and sweeps forward over the distinctive new radiator grille, giving the car a length and grace that are instantly impressive. The fenders are larger, with a wide flare. Horns are concealed behind circular grilles beneath the headlamps. New steel wheels.

Ford upholstery—always of sterling quality and excellent taste—is rich and enduring. The appointments of the car have a new touch of refinement. There

is no question about the increased beauty of the Ford V-8 for 1936.

In more practical matters, many improvements have been made—

Steering is made easier by a new steering gear ratio. The cooling system circulates 5½ gallons of water through a new, larger radiator. Natural thermosyphon action is assisted by two centrifugal water pumps. New style hood louvers permit a rapid air-flow around the engine.

Easier, quieter shifting of Ford gears—The gear shift lever now travels a shorter distance.

The two qualities you want in brakes—Brakes that stop the car with ease and certainty. Ford Super-Safety Brakes of the long-tested, fool-proof, mechanical design.

Safety—as always—in the electrically welded genuine steel body. Safety Glass all around at no extra cost. Hand-grips have written grateful letters because this glass has protected the safety of their families.

A car you can drive without strain all day. If you like, in city or country. Steady, holds the road, responds to the

driver's touch like a well-trained horse. You don't have to "push" or "fight" the Ford V-8—driver and car easily get on terms of good understanding with each other.

An engine has much to do with the roominess of a car. Very much indeed. A long engine uses up car space. The compact V-8 engine permits much of the ordinary engine space to be used by passengers.

It really is a great car in every way, this 1936 Ford V-8—the finest, safest, most dependable Ford car ever built. Now on display by Ford dealers.

LOW FORD V-8 PRICES

THIRTEEN BODY TYPES—Coupe (5 windows), \$510. Tudor Sedan, \$530. Fordor Sedan, \$550. DE LUXE—Roadster (with rumble seat), \$580. Coupe (3 windows), \$570. Coupe (5 windows), \$555. Phaeton, \$590. Tudor Sedan, \$565. Cabriolet (with rumble seat), \$625. Fordor Sedan, \$585. Tudor Touring Sedan (with built-in trunk), \$590. Fordor Touring Sedan (with built-in trunk), \$600. Convertible Sedan, \$750.

F. O. E. Detroit. Standard accessory group, including bumper and spare tire, extra. All Ford V-8 body types have Safety Glass throughout at an additional cost. Economized loans through Universal Credit Company.

Emergency Call, Old Style

Many living citizens of Michigan can well remember the anxious delay that once had to be endured before help could be reached in time of sudden sickness. They can remember the hurried dressing, the panic, and the rush out "no fair weather or foul in search of" doctor. They can recall, too, the long minutes of tortured uncertainty that meanwhile passed in the sickroom. And the memories of a few must include tragic memories of lives that slipped away before the doctor could reach the patient's bedside.

Among the greatest boons that the telephone has brought to the modern Michigan home is the protection it gives when sudden illness strikes. Delay is now cut to a minimum. The mere lifting of a receiver instantly puts the sickroom in touch with the doctor. Advice on first-aid measures can follow immediately. And then—in less time than was once required for dressing and lighting a lantern—the worried household has the comforting

knowledge that the doctor is already speeding on his way.

The routine uses we make of the telephone have come to be accepted as a matter of course. With it the housewife shops from her own home; it keeps us all in touch with family and friends; it runs many errands daily; it makes possible a last-minute change in plans.

These uses we take for granted. It requires an emergency to emphasize the telephone's importance when there is urgent need of a doctor, the fire department or police protection.

The fact that we accept the routine use of the telephone as a matter of course is a significant gauge of its value and dependability. Experience has taught us to rely upon it. And that is the kind of service which the Michigan Bell Telephone Company is constantly striving to supply to the people of this State—a service that shall be dependable, prompt, courteous and available at any hour of the day or night.



MICHIGAN BELL TELEPHONE COMPANY