

**The Birmingham Eccentric**  
 (Incorporated in 1918)  
 Published every Thursday at Birmingham, Mich. in The  
 Eccentric Building, 252-254 North Woodward Avenue  
 Telephone 11, 12 and 13

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Entered as Second Class Matter in the U. S. Postoffice at Birmingham, Michigan

**SUBSCRIPTION RATES**  
 (In Oakland County)  
 One Year \$2.00  
 Six Months \$1.25  
 Three Months .75  
 All newspapers and advertising copy must be in the Eccentric office by 7:30 a. m. to obtain insertion rate.

Next Saturday is more than February 12. It is the birthday anniversary of a Great American—Abraham Lincoln. Loved—and Still Lives!

Lincoln the hardy product of Hardin County, Kentucky, who lived part of his youthful days in Spencer County, Indiana, and on the Sangamon River in Illinois, ran the gamut of human experience.

**Congressional Comment**  
 by  
**George A. Dondro**  
 1770 Linden Street

As a boy he was an industrious student. It is well known that he walked many miles to borrow books and return them, but it is not so well known that lacking pencil and paper he figured on boards with charcoal and one day in the back of a wooden shovel. There was no more room he would whittle off the figures and start again. He was a willing worker about the house and farm so that even his stepmother said if he "never gave me a cross word or look, and never refused to do anything I asked of him. Always the best boy I ever saw or ever expect to see."

As deputy county surveyor he did some surveying for the neighbors. When farmers in Indiana worked together at logging he was considered a "powerful hand," who would stand for no bullying. He was "always fair and square."

The year the family moved to Illinois he was 21. However, he stayed with his people until 19 years old, and then moved to a log house built.

He worked on a flat boat and was a Captain in the Black Hawk war. He took to steer keeping in New Salem, Illinois, with a partner who took to drinking, which took the profits. Lincoln labored for years to pay up the store debts. This he did in 1849 and was appointed postmaster of the village, which position he held for three years.

He then turned into politics and made good use of what he had learned of law during his spare moments. And, to us, we review his early labors.

**LINCOLN LAUGHED.**

He has been called a man of sorrows because he took to heart the sufferings of both sides in the Civil War. He was a man of sorrows but he knew the life-giving, soul-saving qualities of a hearty laugh. Moreover he knew how to make two or three laugh bursts into one and get a grin wider than his own into life and get a lot of fun out of life.

**LINCOLN LOVED.**

He was a man of strong emotions and love meant much to him. When his own mother died in his youth in Indiana it nearly broke his heart. As his father made a funeral home, he had a room in it. She was buried under a spreading sycamore. The following year 'Abel' was able to get a traveling preacher to come a hundred miles for a funeral service. In later years he said "All that I am, or hope to be, I owe to my angel mother."

**LINCOLN LOST.**

Every young man in Oakland County who has had a first sweetheart can imagine something of what Lincoln's grief was. He had a first sweetheart, a keen anguish Lincoln experienced when she died of brain fever a few months after they became engaged.

That Lincoln loved the common people and especially those he considered underprivileged marked him in the highest office he ever held.

Lincoln knew what it was to lose his mother, his sweetheart, and his business. And yet he took his losses manfully. He did not let these losses discourage or embitter him. They simply intensified his tenderness and made him more compassionate, more determined to win success with honesty and hard work.

Lincoln foresaw the possible dangers he was taking on when he left for Springfield to take the duties of President he said, "I go to assume a task more difficult than that which has devolved upon any other man since the days of Washington."

Jesus Christ said, "greater love hath no man than that he lay down his life for his friends." Well has he been called the Man of the Ages, beloved by people of all ages who he duplicated in his life time the sad experiences of the race. Yes, Lincoln labored, laughed, loved and lost! No wonder his memory is revered the world over.

There may be people who do not believe that the world is entering upon a real flying age, but the evidence is there in the contrast.

**The Age Of Flying**

Consider, for example, the recent request of Pan American Airways for bids on new planes, to be designed to carry one hundred passengers at a cruising speed of 200 miles an hour at a range of 5,000 miles.

Already this company, which has the Ford Lindbergh is associated, has 86,000-pound flying boats under construction, with the assurance that they will enable the United States to lead foreign countries in commercial aviation for several years. The new craft will maintain this supremacy.

The proposed planes, it is estimated, will cost around a million dollars and be able to make an easy, non-stop flight from this country to any capital in Europe. Serious consideration of their construction indicates very plainly that ocean liners must look to their laurels and fight for their trade in the near future.

If you want to get an idea of the state of nerves that is being felt in Europe all you have to do is read a news dispatch that came from Paris the last week of January, telling of the explosion of grenades being moved by soldiers and the police in a suburb of Paris.

**War Nerves**

A newspaper correspondent writes that when the blasts occurred the people thought the war had been started by a sudden airplane raid and that the explosions were aerial bombs dropping upon the suburbs!

Mrs. Carrie Chapman Catt, whose activities in behalf of woman suffrage and world peace, have made her a world famous, recently celebrated her 79th birthday.

**Mrs. Catt**

As is the good old American custom, the white-haired feminist was interviewed by the press. She talked some encouraging sense, well worth reporting.

Expressing faith that the world is moving forward, Mrs. Catt thought that we "are afraid of too many things" but, "after awhile we shall all settle down."

The three best things to equip a person to face life as he listed as good health, knowing what you want to do and sticking to it, and self-reliance.

In the first regular session of the 45th Congress a week ago to discuss highway traffic problems with a view to the adoption of a seven-point program to reduce traffic fatalities and property damage. I began my remarks, which were entitled "Death Rides Roads," with these words:

"Before the 30 minutes allotted to me have expired, 20 people will have an annual death, 73 will be injured, and \$28,000 in property damage will be sustained as the result of automobile accidents in the United States."

The death toll for 1937 is estimated at 40,000 on nearly complete figures, or 125,000 more than in 1936. According to figures tabulated by the American Automobile Association, there are 2,150 traffic fatalities in Michigan in 1937. Only five States exceeded Michigan in the number of traffic deaths in the year just closed.

Again referring to my previous remarks, I closed with the following: "The old guard must not be visited by a plague which took the lives of 26,000 of its citizens." He said he did and gave me a million and a quarter more, we would immediately suspend business unless you would call to our aid the best medical skill of the nation to deal with it. We have a plague which is taking its toll of human life and health in the traffic of our highways. We can lessen the severity by adopting some degree of uniformity in our rules and regulations."

A reiteration of the proposed uniform regulations is very much in order in view of the increased number of fatalities during 1937. We have a plague which is taking its toll of human life and health in the traffic of our highways. We can lessen the severity by adopting some degree of uniformity in our rules and regulations."

There has been much discussion recently relative to the purchase of surplus potatoes in Michigan by the Government and the Michigan resident suggested that it was a good idea to purchase surplus potatoes, it would be just as sensible to have the government purchase several hundred bushels of Michigan potatoes to stimulate employment. Then he carried his idea to the Government and the government could smash up Michigan potatoes to stimulate employment. Then he carried his idea to the Government and the government could smash up Michigan potatoes to stimulate employment.

The National Printing Office is annually to the Post Office Department. The Post Office Department is annually to the National Printing Office. The National Printing Office is annually to the Post Office Department. The Post Office Department is annually to the National Printing Office.

**Random Remarks**

William D. Leahy, Chief of Naval Operations: "The present moment is not one when the United States can afford to reduce its means for national defense."

Jacob Gould Schurman, former Ambassador to Germany: "We must drive our slaves of faith in magic as a way out of the difficulties of our generation."

Glenn Frank, chairman, Republican Policy Committee: "I made no general indictment of newspapers. I have too much respect for many of them to do any such thing."



HOPE SPRINGS ETERNAL.

**People's Column**

Honorable John Martz, Mayor of Birmingham, Birmingham, Michigan

After having attended the hearing and participating in the discussion relative to the need of a sewage disposal plant in Birmingham, I believe this public work to be of prime importance and necessity to the city at this time. I believe the plan of financing and construction as outlined by the City Commission to be sound and conservative. I recognize the fact that the improvement is not as comprehensive as the Commission would desire. I realize you have planned as thorough a sanitary disposal system as is consistent with the City's ability to pay. It is a pity that the sewage disposal system at this time would be a very wise business move on the part of Birmingham, considering the possibility of such more burdensome taxes for less satisfactory disposal systems at later dates.

After giving the matter due consideration I can state that I am in favor of the better approving the necessary bond issue at the coming election.

Very respectfully,  
 (signed) S. H. Knowlton  
 2160 Dorchester Road  
 Birmingham, Michigan

**An American Point of View**  
 By RAYMOND PITCAIRN  
 National Chairman  
 Sentinels of the Republic

Washington, in response to popular insistence, seems recently to be lending a more attentive ear to the problems of the smaller employers and other average producers.

This demand may have caused many politicians, but it didn't surprise me. It is a typical American point of view, which office-holder would acquire the European pattern and find it difficult to understand. It was the point of view of our pioneer ancestor who carried America out of a wilderness, asking only the right to build their homes and their churches, to raise their families, and to perform their labors, without the intrusion of appointed bureaucrats and destructive tax burdens.

In America, the spirit of self-reliance expressed in this point of view still persists. It is the great national heritage. It should be preserved.

It cannot be preserved by constant attacks on initiative and enterprise; by proud posturing to the doubtful credit of an inexperienced politician; by preachment that the politicians, rather than the people themselves, know best how to conduct the people's business.

It was the people, and not the politicians, who built America. It is the people, and not the politicians, who know the work to be done, and are eager to combine it. That is the principle on which our nation was founded, and on which it grew to greatness. It is the principle that Jefferson preached. It is the principle that the average man is trying to apply on Washington.

And when Washington listens to him, and returns sincerely to that fundamental principle, the gates of opportunity are opened, and America can continue to grow in strength, energy, and independence of her people assure.

A Tighthead  
 Mrs. Shorty was discussing the latest fashions with a caller.  
 "This coat your husband was fond of those clinging gowns, Mary?"  
 "Yes. He likes one to cling to me for about three years," it Bits.

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**Happenings of Long Ago**

Bits of News Gleaned From Old Files Of The Eccentric—The Items That Make Up The Historical Background Of The Birmingham Of Today.

**Fifty Years Ago**

There is a young man up on the town line who came to Birmingham three nights last week to see a young lady. When he came on Sunday the old girl met him at the door and asked him if he knew the old man and if he did, to "get" her. He said he did and gave her a million and a quarter more, we would immediately suspend business unless you would call to our aid the best medical skill of the nation to deal with it.

**Five Years Ago**

Garner Miller under fire in Troy Township's poor relief scrap. Supervisor is called "dictator" as he ignores board's move to discharge non-resident welfare investigator. Prosecutor supports his stand.

**Twenty-Five Years Ago**

Bright sun for a few minutes on Sunday afternoon, but the ground fog came out of its hole to see it. Hope not.

**The Alert Cop**

G Man—Got away, has he? Did you guard all the exits?  
 He mutters, how slimed through one of the entrances.

**WASHINGTON LETTER**  
 BY SPECIAL CORRESPONDENT

**AAA Officials' Advice Not Wanted as Congress Writes Own Farm Bill**

WASHINGTON—For the first time since 1933 Congress will vote on a farm bill of its own writing. It has served up official notice to Department of Agriculture officials and AAA farmers that the advice of neither is wanted. The AAA and the department don't like this a bit.

What's more the farm bill is the only measure which Congress shows any serious intention of passing.

It's multitalent about the farm bill is bringing cheer to those who have been exhorting the two Houses to make some pretense of independence. Cut the lines to the White House. It is an old cry which passage of the bill should signify at least temporarily.

MARVIN JONES, chairman of the House Agriculture Committee, and Senator John Bankhead of Alabama, are the conference chiefs, and they knew what they wanted at the outset. It wasn't thought necessary to approach even Secretary Wallace as to his views on the bill. They are publicly wishing their hands off the whole affair.

Only one difference of opinion existed between the two con-

**U. S. Public Officials Send Out Too Much Mail**

How many pieces of mail do you suppose the various departments of the federal government have poured into the mails during the past four years? Before you get dizzy trying to figure it out, here is the answer: 2,166,104,407.

That's a lot of mail, in any language, isn't it? And all of it was delivered by Uncle Sam's blue-coated messengers at a penny a charge against those federal agencies.

The total weight of the stuff is 314,000,000 pounds. It cost the postal department \$120,694, 678.00 to handle and deliver it. And, may we suggest, from much personal experience, that most of the stuff probably was never even read by those to whom it was sent.

According to figures given in the House of Representatives last week by Representative Albert Engel of Muskegon, Michigan, if the free mail stuff sent were restricted to the 45,000 voters at the last election, each would have received 15 pieces, weighing a total of eight pounds, and costing the government three dollars per voter.

If the most expert postal clerk in the service had started sending the stuff at the rate of one piece per second when the Pilgrim Fathers landed on Plymouth Rock in 1620, and had kept going on a forty-hour week for 48 weeks per year, he still would have a long pile to go.

To carry this stuff throughout the nation, it would require 140 railroad engines, each hauling 50 cars, each car of 10,000 pounds capacity.

Thus, folks, does your federal government carry on.

Can you imagine what their telephone bill would be if Uncle Sam owned the communication system of the country? Surely then one would find it difficult to get "Central."

The influence of American educational processes is being felt in China these days. For Madame Chiang Kai-Shek, wife of the military leader of the Chinese forces that are struggling against Japan, is a graduate of Wellesley College, the well known girls' school in Massachusetts. Who knows but what the simple association of Madame with some obscure American girl on the Wellesley campus, perhaps a brief conversation, a revelation of character, have become the dominant adult characteristic of this great Chinese woman? And did that obscure American girl come from a wealthy home, or an average home?

We see here an educational director has advised young couples to "marry on faith, without waiting for a large income."

**Money—Marriage**

That this will give them the "burden to share" and that the "weight insures a happy home."

There is much to be said for the advice, properly understood, but, on the other hand, much to be said against it.

It all depends upon what the lady adviser means by "large income," and the definition of such a term varies with the economic status of the person defining it. There are happily married couples who started on Madams with some obscure American married couple who trace their troubles to financial difficulties. There are those who start their married life with plenty of financial backing and end up on the rocks, while others, in the same circumstances, make their marriage ideal.

Every family in America, if called upon this week to pay its share of the Federal Government's debt, would owe \$1,180, new estimates disclose.

The new debt figure, as compared to the per family debt share of 1929, shows the burden has increased more than two-fold during the past nine years, the greatest increase coming since July, 1933.

The increase is shown in the following table, calculated at the end of each Federal fiscal year, July 1:

Year	Number of Families	Debt in Millions	Family Debt
1929	29,100,000	16,951	174
1930	30,600,000	16,181	140
1931	30,100,000	16,801	639
1932	30,500,000	19,487	634
1933	30,700,000	22,539	734
1934	30,900,000	27,053	876
1935	31,100,000	28,701	923
1936	31,300,000	33,345	1,072
1937	31,500,000	36,423	1,156
1938	31,600,000	37,278	1,180

The 1938 figure is calculated as of January 1st and based on population estimates of the Census Bureau and financial statement of the Treasury Department—Brownja City Banner.