Ordinance No. 238, City of Birmingham

AN ORDINANCE to regulate traffic on the Public Highways within the City of Birmingham, Michigan, to provide for the arrest of, and penalties to be imposed upon persons violating the provisions of this Ordinance, and to repeal all ordinances or parts thereof in conflict herewith:

THE CITY OF BIRMINGHAM ORDAINS:

ARTICLE I

1—**Title:** The short title of this Ordinance shall be "TRAFFIC ORDINANCE," and it shall be sufficient in describing said ordinance to do so by said title, and any reference to this ordinance by such title shall be sufficient description hereof.

ARTICLE II

2—**Words and Phrases Defined.** The following words and phrases when used in this Ordinance shall, for the purpose of this Ordinance, have the meaning respectively ascribed to them in this Article.

Subdivision I. Vehicles, Traffic, etc., Defined

3—**Vehicle:** Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway (except devices used exclusively upon rails or tracks) and which are more particularly defined as follows:

(a) **Push Carts:** Every vehicle moved by human power.

(b) **Bicycles:** Every vehicle propelled by human power.

(c) **Motor Vehicle:** Every vehicle which is self-propelled, which shall specifically include Motor-Cycles, so-called.

(d) **Authorized Emergency Vehicle:** Vehicles of the Fire Department of the City of Birmingham, police vehicles, ambulances, and such emergency vehicles of municipal departments, or public utility corporations as are designated by the Chief of Police.

(e) **Commercial Vehicle:** Every vehicle licensed by the State of Michigan as a Commercial Vehicle, every vehicle for hire, and every vehicle constructed or used for the transportation of merchandise.

4—**Traffic:** Pedestrians, ridden or herded animals, vehicles, push carts, bicycles, motor vehicles, and other conveyances, either singly or together, while using any street, highway, roadway or alley.

5—**Right of Way:** The right or privilege of the immediate use of the highway.

6—**Stop:** Complete cessation of movement.

7—**Stand or Standing:** Any stopping of a vehicle on a highway.

8—**Park or Parking:** Any standing of a vehicle upon a highway, street, roadway or alley, whether occupied or not, otherwise than temporarily for the purpose of, and while actually engaged in loading or unloading passengers.

9—**Double Parking:** Parking of a vehicle on a highway, street or roadway, where there is one or more vehicles between such vehicle, and the curb to the right thereof.

10—**U-Turn:** To turn a vehicle on any roadway in such manner as to proceed in the opposite direction, whether such turning be accomplished in one uninterrupted movement, or by stopping and reversing of such vehicle.

Subdivision II. Persons, etc., Defined

11—**Person:** Every natural person, firm, co-partnership, association or corporation.

12—**Driver and Operator:** Every person who is driving or is in actual physical control of a vehicle.

13—**Pedestrian:** Any person afoot.

14—**Department:** The Police Department of the City of Birmingham.

15—**Police Officer:** Any police officer of the City of Birmingham, or any officer authorized to direct traffic, or to make arrests for traffic violations, by the Birmingham Statutes, said term shall also include such special officers or deputies as may, by the Chief of Police, be authorized to enforce traffic regulations, or make arrests.

16—**Commission:** The legislative body of the City of Birmingham.

17—**Chief of Police:** The ranking officer in charge of the Police Department.

Subdivision III—Streets, etc., Defined

18—**Street or Highway:** The entire width between the property lines, of every way or place, of whatever nature, when any part thereof is open to, or used by the public, as a matter of right, or by common use for purposes of travel.

19—**Street Lines:** The lateral boundary lines of a street.

20—**Private Road or Driveway:** Every way or place in private ownership, and used for vehicular travel by the owner, or those having express or implied permission from the owner, but not by other persons.

21—**Roadway:** That portion of a street ordinarily used for vehicular travel.

22—**Sidewalk:** That portion of a street designed for, and intended to be used for pedestrian travel.

23—**Alley:** That portion of property at the rear or side of any lot or lots, used for access to said lots, or other property, by the public, or which may be open to the public, it being the intent hereof to distinguish between alleys and private driveways.

24—**Laned Street:** A street or roadway which is divided into three or more clearly marked lanes for vehicular travel.

25—**Intersection:** The area embraced within the prolongation or connection of the street lines, of two or more streets which join one another.

26—**Crosswalk:** That portion of a roadway included within the prolongation of the lateral lines of sidewalks at intersections, and any portion of a roadway distinctly indicated for pedestrian crossing, by signs or by lines or other markings on the surface thereof.

27—**Bus Stop; Taxi Cab Stand:** An area or space officially set aside within a roadway for the use of busses or taxicabs loading or unloading passengers, or for the parking of such vehicles.

28—**Traffic Signs:** All signs, signals, markings and devices placed or erected by a public official, or body having jurisdiction, for the purpose of regulating, warning, or guiding traffic.

29—**Traffic Signals:** Any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed.

30—**Miscellaneous:** In this Ordinance, the singular number includes the plural, and the plural includes the singular; the masculine gender includes the feminine, and the feminine includes the masculine. When the term right or left shall be used herein, it shall mean the right or left hand side of a vehicle, or pedestrian moving forward.

ARTICLE III

Required Obedience to Traffic Regulations

31—This Ordinance is adopted in the interest of public safety, convenience, and welfare. Every person shall comply with, observe and obey, when applicable to him, all the provisions and requirements hereof, and the regulations and orders of the Chief of Police adopted or issued in pursuance hereof. No person shall disobey or refuse to comply with any lawful order, signal or direction of a police officer.

32—**Penalties:** Any persons who violates, or fails to comply with any provision of this Ordinance, or any regulation or order of the Chief of Police adopted or issued in pursuance hereof, shall be guilty of a misdemeanor, and upon conviction thereof by a court of competent jurisdiction, may be sentenced to pay a fine of not to exceed $100.-00, or to imprisonment in the Oakland County or Birmingham City Jail, for a period of not to exceed 90 days, or to both such fine and imprisonment in the discretion of the Court. PROVIDED, HOWEVER, that nothing herein shall be deemed mandatory so far as the Court may be concerned, and that said Court may pass such other sentence within its power as it may deem just and proper. PROVIDED, FURTHER, that nothing herein contained shall be interpreted to prevent payment of fines for certain violations at a violations bureau hereinafter provided.

33—**Powers of Chief of Police:** The Chief of Police shall enforce the provisions of this Ordinance, and the regulations adopted by him hereunder. Subject to the provisions hereof, it shall be the duty of the department to direct and control the traffic of vehicles and pedestrians. The Chief of Police may, from time to time, as he deems necessary, designate one or more persons as Special Police Officers, to serve as such deputies for such period as the Chief of Police may specify, and who shall, for the term of their appointment, have the same authority and duty to enforce the provisions of this Ordinance within the Corporate Limits of the City of Birmingham, as a regularly employed Police Officer of the Department. Said Special Police Officers shall have some insignia of their appointment, and a card signed by the Chief of Police. They shall be responsible to the Chief of Police, and may be removed by him, at will, from such office and upon such removal, shall forthwith surrender to the Chief of Police any and all insignia of their office, and any card issued to them.

34—The Chief of Police shall also have power, by rules adopted by him to:

A—Designate the streets or parts of streets upon which there shall be no parking of vehicles, or upon which there shall be parking for a limited time, and to designate such a time limit.

B—Exclude or restrict parking on designated streets during certain hours.

C—Permit angle parking in designated places.

D—Establish one way streets.

E—Cause limit lines to be marked upon pavements and sidewalks for the direction of pedestrians and operators.

F—Prohibit right or left turns by vehicles at street corners designated.

G—Designate fire routes, upon certification to him by the Chief of the Fire Department of this City, that such highway is especially required for use in attending fires, and to prohibit parking thereon.

H—Temporarily close any street, or portion of the same, or restrict the use thereof, when required by public safety and convenience.

I—Designate certain streets which shall be known as through or stop streets.

J—Specify the manner in which right or left turns shall be made at certain intersections, where other provisions hereof are not safely applicable.

K—To designate Taxi-Cab Stands and Bus Stops.

35—The rules of the Chief of Police above set forth shall be effective upon the erection of signs by, or authorized by the department, sufficient in number to apprise the ordinarily observant person of the existence of the regulation upon the highway or in the district affected.

36—All the rules adopted by the Chief of Police are effective for more than thirty days, then such rules may be subject to the approval of the City Commission which approval shall be by resolution of said Commission and such rules when so approved shall become a part of this Ordinance, and remain a part thereof until repealed by resolution of the Commission.

37—Special loading spaces may be provided and established by compliance with the following conditions and requirements:

A. Any owner or occupant of a building adjacent to a street or alley, desiring a loading space immediately in front of an entrance to such building shall make application to the Chief of Police for the foot frontage required, and adequate information, on a blank provided by the Chief of Police for the purpose. The Chief of Police shall have authority to grant or deny the same, or to grant a lesser frontage, and if granted, shall issue to the applicant a permit. Such permit may at any time be withdrawn by the Chief of Police. The applicant shall then have the right to place "No Parking" signs on the sidewalk, or in front of such entrance, designating the limits of the space, as set forth in the permit granted him. Such signs shall be of the exact type and character specified by the Chief of Police, and shall be provided by the Department at the expense of the holder of the permit; they shall bear the number of the permit issued to such holder. Such signs shall be of a removable type and shall be erected or placed on the street only at periods authorized by the permit, and removed at all other times.

B. No person, other than the operator of a vehicle loading or unloading in such space, shall park in such loading space, when such signs are placed in accordance with the permit, or except when the building is closed to the occupants and/or the public. Such space shall not be used during any one day for loading or unloading, for a period longer than specified in said permit.

C. No permit shall place signs to mark the ends of a Loading Space at any time not stated in his permit, nor shall any person place such signs indicating such loading space unless a permit has been issued therefore, and is in full force and effect. No person shall place such signs at any point other than stated in his permit.

D. Permits granted hereunder may be revoked at any time by the Chief of Police. If the holder thereof violates any provision of this, or any other ordinance of the City of Birmingham, such person shall in addition to revocation of his permit, be required to surrender any signs issued hereunder to the Department, and may not be granted another such permit for a period of one year.

38—To assist in the control of traffic, the Department may employ traffic signals, signs, and other necessary devices.

39—Traffic shall be directed by officers of the Department, or by traffic signs or by traffic signals.

40—In case of fire, an emergency, a parade, or other concourse of people, traffic may be directed as conditions may require, notwithstanding the provisions of any ordinance.

41—In case of any accident, the Department, where the public interest required, shall fully investigate the causes of such accident. The Department shall keep records embracing all pertinent accident information, and shall make monthly reports drawn from such records, to the City Manager. Every person involved in an accident resulting in the injury to any person, or damage to property, shall forthwith report to the Department on blanks provided by it, such accident, together with all details surrounding the same.

42—No person shall wilfully move, or alter any sign or limit line established by the Department, or authority thereof, nor shall any persons establish or maintain a sign or limit line, except as herein provided.

43—Parades or processions are permitted only by authority of, and as directed by the Chief of Police. Other than funeral processions, no parade or procession shall be held until a written permit is issued therefor by the Chief of Police, setting forth the nature of such parade or procession, the date and hours thereof, and the route over which the same is to travel. It shall be unlawful for any person or group of persons to hold a parade or procession except in accordance with such permit, and the provisions of this Ordinance.

44—All managers of public garages and of places where vehicles for hire, and commercial vehicles are kept shall post, in conspicuous places, copies of this, and such other ordinances as the Chief of Police may direct.

45—Every person propelling a pushcart, or riding a bicycle or an animal upon a roadway, and every person driving any animal-drawn vehicle, shall be subject to the provisions of this Ordinance.

46—No person shall drive through any private driveway, or upon private property for the purpose of avoiding obedience to, or compliance with any provisions of this Ordinance.

47—No person operating a vehicle shall refuse to identify himself to a Police Officer, nor shall such person conceal, or attempt to conceal his identity, nor shall he falsely identify himself.

ARTICLE IV

Obedience to Traffic Control Devices

48—The driver of any vehicle shall obey the instructions of any traffic sign or traffic signal, placed in accordance with this Ordinance, unless otherwise directed by a police officer.

49—Persons riding bicycles, or animals, persons propelling pushcarts, and persons operating animal-drawn vehicles shall observe traffic signs and traffic signals.

50—Pedestrians shall observe traffic signals, when crossing a roadway at intersections where such signals are in operation, and it shall be unlawful for any pedestrian to cross at any intersection in violation of such traffic signal.

51—Whenever authorized signs are erected, prohibiting the making of right or left or U-turns, every driver of a vehicle shall obey the instruction of such signs.

52—No provision of this Ordinance for which signs are required shall be enforced against an alleged violator, if at the time of the alleged violation an official sign is not in proper position, and not sufficiently legible to be seen by an ordinarily observant person. This section is intended, however, to apply only to regulations made by the Chief of Police, and is not applicable to acts expressly prohibited by the terms of this Ordinance.

53—**Traffic Signal Legend:** Traffic signals, exhibiting different colored lights, shall use the following lights, which shall have the meanings ascribed to them, as follows:

A—**Green alone:** Vehicular traffic may proceed straight through or turn right or left when such turn is not prohibited otherwise by sign at such intersection; such vehicular traffic, before proceeding, however, shall yield the right of way to traffic already lawfully within the intersection, and shall not proceed until such intersection is clear. Vehicular traffic making a right hand turn shall yield the right of way to pedestrians crossing with the green light. Vehicular traffic making a left turn shall keep to the left of the traffic lane nearest the center of the highway, and come to a stop at the center of the intersection, said vehicular traffic may complete such left turn after yielding the right of way to traffic crossing the intersection and coming from the opposite direction and to pedestrian traffic crossing with the green light. Pedestrians and other traffic facing said green light may proceed across within marked or unmarked cross walks. For purposes of this paragraph, ridden bicycles and pushcarts shall be subject to the same rules as vehicular traffic.

B—**Yellow or amber in combination with green or red:** Vehicular traffic facing the signal shall stop before entering on the nearest cross walk, or at such other point as may be indicated by a clearly marked line on the pavement, and remain standing until green alone is shown. Such traffic cannot be made safely, such vehicle may proceed cautiously through the intersection. Bicycles and other traffic shall observe this same rule. Pedestrians shall not enter into the roadway in such case, except that those already in such roadway shall proceed to the opposite curb, or retrace their steps to the curb left by them, whichever is nearer, and operators of vehicles shall permit pedestrians to comply with the provisions hereof before proceeding.

C—Red alone shall be a signal for all traffic to stop, and remain standing until green alone is shown. At intersections where right hand turns are permitted, such turn may be made against the red light, in the following manner. The operator shall first bring the vehicle to a complete stop, before crossing the nearest cross walk line. He shall then make careful observations, to determine whether there are pedestrians crossing or about to cross, in front of him, and following that, to determine whether vehicles are proceeding in the direction on the intersecting street, in which he wishes to turn. After yielding right of way to pedestrians crossing, or about to cross, and to traffic on the intersecting street, such operator may complete his right turn. Such turn shall not be made from any lane other than the nearest the right curb of the street on which said operator is traveling. No pedestrian shall cross an intersection against a red light.

52—No person shall attempt to, or in fact wilfully alter, deface, injure, knock down, or remove any official traffic control device, signal, or sign, without authority.

53—For purposes of this section, the term "pedestrian" shall include persons on roller skates, or riding on coasters, toy wagons, velocipedes, so-called scooters, or similar devices.

ARTICLE V

Operation of Vehicle

54—Any person driving a vehicle upon a street or highway shall drive the same at a careful and prudent speed, not greater nor less than is reasonable, having due regard to the traffic, surface and width of the street, and any other condition then existing, and no person shall operate any vehicle on a street at a speed greater than will permit him to bring it to a stop within the assured clear distance ahead.

55—Subject to the conditions of the preceding paragraph, and except as provided in section 56 hereof, it shall be prima facie unlawful for the operator of a vehicle to drive said vehicle at a speed greater than the following:

A—Ten miles per hour in alleys.

B—Twenty miles per hour on streets in residential or business sections, unless a higher speed is permitted by erection of signs, as hereinafter set forth.

C—If such vehicle be a commercial vehicle, other than a motor bus, or taxicab, such vehicle shall not be operated at a greater speed than three-fourths the lawful speed limit as above set forth, and such vehicles shall not be operated on any street at a speed greater than three-fourths the lawful rate of speed for such street.

D—Not to exceed one-half the legal speed limit in turning corners, but in no event, to exceed 10 miles per hour in turning such corner.

E—Taxicabs and motor buses shall be subject to the same limitations as to speed as are non-commercial vehicles.

56—The Chief of Police is hereby empowered, with the consent of the Commission, to increase the speed which shall be prima facie lawful on certain streets. This power shall extend, however, only to such streets as may be designated by the terms of this Ordinance, or by order of the Chief of Police as through or stop streets. When such prima facie lawful speed is increased, the fact thereof shall be established by posting on such street or streets of signs of a type designated by the Department stating the lawful speed on such street.

57—The fact that a higher speed is fixed as provided in the preceding paragraph, or that the lawful speed limit is higher than a so-called reasonable speed shall not in any wise excuse an operator from the requirement said conditions set forth in Section 54 hereof.

58—In every charge of violation of this Ordinance based on one of the four foregoing sections, it shall be sufficient if the ticket issued by the officer as hereinafter provided state the violation as "speeding," and set forth the approximate speed at which the alleged violator was traveling, together with the prima facie lawful speed on such street.

59—No person shall drive and operate a motor vehicle on any street or alley in the City of Birmingham while such person is under the influence of an intoxicating liquor, or narcotic drug.

60—No person shall drive or operate a motor vehicle in a reckless manner. Any person who shall drive a vehicle upon any street or alley in a manner to endanger, or which is likely to endanger the life and limb of any person, or the safety of any property on and along such street or alley shall be guilty of reckless driving.

61—An operator of a vehicle, bicycle, or pushcart approaching a street which is designated by this Ordinance, or by order of the Chief of Police as a through street, or an intersection designated as a stop intersection, whereon proper signs are erected, shall, before entering the nearest cross-walk at such intersection, come to a complete stop, and shall not enter such intersection until he has yielded the right of way to all traffic approaching on such street.

62—Pursuant to the foregoing section, the following streets are designated as through streets:

Woodward Avenue; Maple Avenue; Southfield Avenue; Lincoln Avenue; Oakland Avenue; Bates Street; Brown Street; Oak Street; Pierce Street; 14 Mile Road; Quarton Road; Adams Road.

Where two of the above streets intersect each other, in the absence of a traffic signal, or stop signs, traffic on both streets shall stop.

63—The operator of a vehicle emerging from an alley or driveway shall bring such vehicle to a complete stop before entering on any street, and shall not enter such street until traffic approaching thereon has cleared, yielding the right of way to such traffic.

64—When the approach of an authorized emergency vehicle, when the driver thereof is giving signal by audible siren, exhaust whistle or bell, the operator of a vehicle shall drive as near the right hand curb as possible, not in an intersection, and bring his vehicle to a stop, remaining standing until such emergency vehicle has passed, except when otherwise directed by a Police Officer. This section shall not operate to excuse the operator of an emergency vehicle from exercise of due care.

65—The operator of a vehicle approaching an intersection shall yield the right of way to a vehicle which has already entered such intersection.

66—When two vehicles approach an intersection at approximately the same time, in the absence of any traffic signal or sign at such intersection, the driver of the vehicle on the left shall yield the right of way to the driver of the vehicle to his right. PROVIDED, however, that any operator of a vehicle traveling at an unlawful speed, shall forfeit any right of way he might otherwise have hereunder.

67—The driver of a vehicle within an intersection, intending to turn to the left, shall yield the right of way to any vehicles approaching from the opposite direction, which is or are within the intersection, or so close thereto as to constitute an immediate hazard, and having so yielded, may complete such turn.

68—All vehicles in, or forming a part of a funeral procession shall have the right of way at intersections, over all other vehicles except authorized emergency vehicles, PROVIDED each vehicle in such funeral procession shall display on the front thereof, a flag or card which is white, and which has stamped, printed, or stained therein a purple or black cross. No operator of another vehicle shall drive between the vehicles in such a funeral procession, when they are in motion, and when they display such flag on the front thereof as above provided. Drivers of vehicles in such procession shall drive as nearly as possible to the right hand curb, and shall follow the vehicle immediately in front of them.

69—On a highway divided longitudinally by a park way, center walk, wall, sunken way, viaduct, traffic signal, curb, traffic sign, the operator of any vehicle shall drive such vehicle to the right of such longitudinal division.

70—No driver shall, at any time, drive a vehicle upon, across, or to the left of a double yellow line, painted longitudinally on the surface of a roadway.

71—The driver of a vehicle shall drive the same as close to the right hand curb, or edge of the roadway as is practicable.

72—The driver of a vehicle shall not drive the same upon the left hand half of a roadway except in the following instances:

A—When overtaking and passing another vehicle travelling in the same direction, or when passing a parked or standing vehicle.

B—When the right half of the roadway is closed to traffic.

C—Upon a roadway designated and posted as a one-way street.

D—When the roadway is not of sufficient width to accommodate such vehicle on the right half thereof.

E—When the right half of the roadway is impassable, or passage thereon is blocked.

73—Upon a laned street, the operator of a vehicle shall drive said vehicle as nearly as possible entirely within a single lane, and such vehicle shall not be moved from said lane until the driver has ascertained that such movement may be

(Continued on Page 4, Part 2)

TWO IN ONE

By Marjorie Elaine Porter

It's as contagious as measles, infectious as a yawn, and as hard to escape from as a mosquito. It steals upon you, unaware, and before you realize it, you're just another victim. You sit vacuously trying to concentrate. Your head feels light as a balloon, and just about as empty. Its got you—this sinister bug known as "spring fever."

It's got me—I seem to have shed ambition as a snake does its skin. There's only one thing I recall. It keeps whirling through my brain—something I learned long ago, but it always come back to torment me in the spring. It goes:

"The violet begins to bite and leap in sparkling streams, the fish is warbling in the tree of lyric springtime dreams. The bluebird has begun to bloom upon the mead and hill, and from the cloud the southwind brings, the sap begins to spill. The book begins to build its nest up in the branches high, and underneath the bursting sod, there swims a butterfly. This is some poem on spring, I think. There isn't any doubt. The stuff is here, I feel too tired to get it straightened out."

Miss Porter

I think the author really had something there!

But this lethargy is only the first symptom of the disease. The second phase is much more alarming—to the family. It is the irresistible take-out-and-throw-out impulse. Members of the household are always wary of this stage, because like lightning, they never know where it's going to strike.

When you feel the desire to snatch things madly out of clothes closets, and get rid of them at any cost, you will suddenly snap out of the lethargy and get to work. Then there's likely to be trouble. Members of the family will immediately show undying devotion to old hats, woolen scarves, old coats, old shoes. They will defend their possessions, even crossing you, in the throes of your mad obsession, at their own peril.

But you are not to be stopped at this stage with mere arguments. On you go, "mowing 'em down," pulling things out of dark corners, indiscriminately disposing of what at the moment seems useless. Later there will be a reckoning, but you don't think of that now.

A state of exhaustion follows this burst of energy, and your next desire is to sleep. This gratified, you awaken, birds are singing, the sun is shining—it is shining right on a worn spot on the rug. You leap to your feet. You must have a new rug! It's spring! Old things need to be replaced." You decide to shop! You get out your spring suit.

Good Heavens! What a sight! You must have a new suit! You can't wear this another season. You'll buy clothes and let the rugs wait. You look again at the worn spot. You decide to buy rugs, and wear the old suit. You look at the old suit, and . . .

You decide you're too tired to do anything about anything, yawn, and lie down again for another nap.

By Carol Dwelley

"Forty steps may be saved in baking cookies because of better kitchen arrangement." Groups are making a game out of experiments in various kitchens." So runs a breathless bulletin from a home economics body of holies.

It explains that home-management specialists are even now holding a lesson series in step-saving, and that even the men are lending their aid. Well, be it heresy, fantasy or just plain lunacy, we hereby go on record as being simply appalled by the whole thing.

Imagine a group of prospective cookie makers, each one in her own experimental kitchen, like a squirrel in a tread mill. They await the sound of the gun to tackle the cookies to be made for bake sales or bridge parties or afternoon teas. The specialist asks "Are you ready?" and from every throat comes back the answer, "Aye, ready!" Ready indeed—most of 'em have been champing at the bit for an hour, fearing the work would NEVER be done if those darned scientists didn't stop flummoxing 'round and get out of the way.

Miss Dwelley

At the sound of the gun the cooks fly to work, competently and happily. Suddenly one stops, looking worried. She raises her hand. "Teacher, I only have four steps left out of my quota, and here I've forgotten the baking powder." The specialist frowns, consults a memo.

"Well, you'll just have to finish the project without baking powder," is her final verdict. "Sorry, but they'd surely flunk you if you took over 40 steps to make those simple little cookies." Another hand shoots up, as the first plaintiff is dismissed.

"My cookies are all done, teacher, and they look just lovely. But here I am on the opposite side of the kitchen from the stove with 'em and I've used up my step-quota."

"Tut-tut, you'll never graduate cum laude, madam. Well, you'll have to serve the cookies without baking them."

"I'll do nothing of the sort," puffs the student. "The very idea!" And she lets fly with a well-aimed chunk of dough. It catches Teacher smartly in the eye, but she masters the occasion. Without taking a step she hurls the dough from whence it came, yanks up the telephone and summons the husband of the rebel and the dean of women, and faints. (Score ten for her: she remembered to faint into a chair, so she wouldn't have so far to fall, thus reaching her objective sooner.)

Meanwhile the husband arrives, and is horrified to learn that his wife is being expelled from the efficiency school. He pales as the news is broken and finally says, "Well, I guess I'll have to take her home with me. But isn't there any method of home training? After all, the boys at the club w-will p-plague the life out of me if th'they fi-nd out my w-wife isn't efficient." Seeing how close he is to tears the dean relents. She draws him aside and whispers . . .

Six months pass, and a rubber plant arrives for the dean from the husband of the erring cook. (He at any rate has learned a lesson: you don't have to GATHER a rubber plant as you would flowers—and it'd certainly make a durable gorsage!) With it is a note, reading:

"This is to show my appreciation. Your advice has made our home a happy one. Wife objected at first to being confined in a telephone booth, but when I installed the stove, ice box, cupboard, piano and vacuum cleaner in with her, she was too busy to fret. It's improved her efficiency so she can stand in the middle of the room and get the whole dinner with no steps."

Sour Note

Just why Senator Lodge fell out of the presiding officer's chair in the Senate is unknown, but it is our guess that the gentleman who was speaking let go with a gramatical sentence or an accurate historical allusion.—Easton (Pa.) Express.

Note On Justice

Merely to impute want of ability to a justice of the peace is not actionable without proof of special damage, for ability is not an essential for that office.—Fuller's (British) Law of Libel and Slander, sixth edition.)

The Temptation of St. John L.

The United Miners have again voted to increase John L. Lewis' salary to $25,000 a year. Are they trying to drive that good man into the Liberty League?—St. Louis Post-Dispatch.

Literary Criticism

If for no other reason than sheer bulk this book has to be taken seriously.—London Observer.

Dr. Nicholas Murray Butler, of Columbia, is hunting "a moral substitute" for war. There is peace, of course—or are we being insane?—Chicago Daily News.

Buy THRU THE WANT ADS

Your needs may be apparel, furnishings, autos, appliances or a house to live in. Whatever they are—buy, and save through our Want Ad Columns.