

Homes in Lathrup Judged in Christmas Lighting Competition

Many beautifully-lighted homes in Lathrup Township were judged Wednesday evening in a contest conducted by the Lathrup Civic Association.

First prize of \$15 went to John W. Diederich, 18784 Saratoga boulevard; second prize of \$10 to J. H. Freese, 27768 Lathrup boulevard; and third award of \$5 went to H. H. Busch, 2741 Lathrup boulevard.

Judges were Miss Edith B. Crumb, interior decorations editor for the Detroit News; Henry Clark, of the Detroit Edison Company; and John H. Harwood, managing editor of The Eccentric.

YOUTH

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After the boy was released from the hospital, he was in Dunnville Hospital within half an hour.

According to information secured by Dr. Ferris, his son passed away of a fractured neck, although there were other injuries. The youth retained consciousness for 2 1/2 hours after the mishap and was able to talk to persons at the hospital.

No one accompanied the boy on the trip, although not long after the mishap two Dartmouth students happened along and assisted where they could, staying until noon the next day, according to Dr. Ferris, father of the student was a local resident.

Dr. Ferris is also appreciative of services rendered by a Greyhound bus driver, who arranged shelter at the side of the bus until the ambulance arrived.

John was born in Detroit, June 12, 1921 and had lived in Birmingham for the past 13 years. He attended Holy Name School and graduated from Baldwin High School in 1938. Besides his parents, he is survived by a sister, Betty.

Funeral held Tuesday. Funeral services were held Tuesday morning at 10 o'clock in the Holy Name Church with the Rev. Fr. James W. Cotter officiating. Burial was in Holy Name cemetery. Rosary services were held at the home on Christmas Eve and on Christmas night.

Hallock Zone Change Rejected by City

A request by Clark J. Hallock, 508 Oakland avenue, for a change in the zoning ordinance which would permit him to erect a store on the back 20 feet of his lot, was rejected by the City Commission Monday night. It was discovered that most of the neighbors were opposed to it and that subdivision restrictions do not permit business uses for the property.

WHEN IT'S TIME TO MOVE



THINK OF POTTER

We are not going to make a new New Year's resolution. Rather, we are going to reaffirm a resolution as old as our concern—and that is to give service and satisfaction ALL the time.

PHONE 2112

WEEK END SPECIALS

We want to wish you a very happy and prosperous New Year, and sincerely hope that we will continue to enjoy your patronage.

- LEG OF LAMBlb. 25c
- Baby Beef
- POT ROASTlb. 23c
- PORK LOIN ROASTlb. 19c
- With Tenderloinlb. 23c
- Bloomfield Brand
- SMOKED HAMlb. 25c
- Whole or Shank Half.
- Honey Brand
- SLICED BACONlb. 29c
- Spring
- ROASTING CHICKENSlb. 27c
- Fresh Cream
- COTTAGE CHEESE2 lbs. 19c
- California
- ORANGES3 doz. 59c
- RICHELIEU SOUPS2 cans 23c
- All Flavors.
- Fresh Country
- ROLL BUTTERlb. 33c
- Silver Spring
- Ginger Ale and Club Sodadoz. 89c
- Plus Bottle Charge.
- Old Monk Colonial
- RIPE OLIVESpt. can 29c
- Blue Label
- Black Salada Tea2 1/2-lb. pkgs. 69c
- GREEN AND MIXED—2 half lb. pkgs. 63c
- RICHELIEU JELLIES3 glasses 49c
- All Flavors.
- Domino
- Granulated SUGAR5-lb. bag 28c

Birmingham Fruit Co.
FREE DELIVERY SERVICE
PHONE 65 124 N. WOODWARD

He Won Grand Prize

This is Oscar Martin, of South Woodward avenue, inspecting with approval the \$100 in trade certificates which he won as the grand prize in the Merchants' Goodwill Campaign. (Eccentric Photo)

SLOSSON

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declared Dr. Slosson. He pointed out that Britain was able to colonize because she took advantage of the fact that for centuries most of the other European nations were engaged in wars.

Up To Blockade. "If Germany, in the present war, is able to blockade Great Britain, then I believe Germany will have won the conflict," he continued.

"I believe that Britain and Germany have declared war on Germany a year ago when she dismembered the Czechs," but refrained from saying so because it was known that Germany had a stronger air force. The use of airplanes in this war is a greater factor than in the first World War.

In regard to the amount of maritime tonnage that has been destroyed, it is interesting to note that Germany isn't so successful as she was in 1917, the only year we can compare this year with.

In 1917, for the same period of time, Germany sank three times as many ships as she has in this one. Another fact is that the ratio of naval strength as between Britain and Germany in 1917 was five to three, in favor of Britain; today the ratio is ten to three in Britain.

Professor Slosson pointed out, though, that the days in the North Sea are shorter than in the spring months. He said that in the end, to find Russia and Germany arrayed against each other, which means that one of them will have to fight on the side of the Allies," said Dr. Slosson.

A Defense War. "The basic reason that Britain and France are in this war is not that they so love Poland that they resent Germany's conquest of that nation, but because they feel that the menace of Nazism threatens their own very existence; for that reason, Britain and France are fighting to defend themselves against a highly organized dictatorship headed by Adolf Hitler," summarized the Ann Arbor aviant.

He also referred to the war Russia is waging against Finland, and stated that Russia's objective is to gain control of the Baltic; in so doing, Russia is menacing the safety of Germany, too. "The European war picture is so muddled that I would not be surprised, in the end, to find Russia and Germany arrayed against each other, which means that one of them will have to fight on the side of the Allies," said Dr. Slosson.

Increase U. S. Strength. During the period of open forum discussion that followed his 65-minute talk, many questions were asked of the professor. One that he sought to clarify was attitude on the need for bolstering the United States' army and navy defenses. To this he replied that "Our country should increase the size of its naval strength so that it may, when needed, defend us against a potential enemy by its I mean that we should have sufficient naval strength to patrol our Atlantic seaboard against possible European dangers, and also to defend our Pacific Ocean possessions against Japan, we need never have a navy as large as Britain, but it should be perhaps the next one to Britain's. So far as our army is concerned, if our national policy is to remain at home and only defend an invasion of our shores, then I don't see why much extra need be done for our army, so far as personnel is concerned, unless it be to carry out plans that will provide us with future army leaders in case we have to create a large army from civilians as we did in 1917. If the United States maintains an isolationist policy, and refuses to get into the European conflict, we need only to emphasize an increase in naval strength.

"However, should Germany be victorious in the present war, and later attempt to reach into South America, then the United States will have to increase its defenses so that it may carry out the policy of the Monroe Doctrine," concluded Dr. Slosson.

The speaker was introduced by Mrs. Cyril B. Lewis, of Lakeview avenue. The next talk by Dr. Slosson will occur the evening of Jan. 23. Proceeds from the series are being used to help pay off the mortgage on the Community House.

FINDS NEW RACKET CARO (MFA)—A local man discovered a new racket by being the victim of it, but prevented continuance of it by turning off police. From a peddler the man bought what he thought was a carton of razor blades. After the peddler had gone, investigation showed the man bought empty boxes. The peddler was fined in Justice court.

THIS AND THAT

(Continued from Page One)

raphy of West Virginia. Air currents, the pilot told us, set just as running water in a river; boulders, narrow bends, and other obstructions to the water's flow result in rapids and rapids—and the air currents react the same way as they are obstructed by hills, valleys, and mountains.)

Taft Is A Lawyer

Senator Taft is the son of William Howard Taft, a former President of the United States and also Chief Justice of the U. S. Supreme Court. He is like his illustrious father, is a lawyer in Cincinnati, and two years ago was elected to the United States Senate. He is very wealthy, and is perhaps making the most vigorous campaign to win the support of Republican delegates to the convention next July, when the Party selects its nominee for President and Vice-President.

Senator Taft is an affable gentleman, though he carries with him the business like brusqueness of a corporation lawyer. He lives in a beautiful frame white-trimmed-in-glass home high on one of the Indian Hills tree-covered acres. He admitted his interest in the Presidency, listened attentively and approvingly to my ideas regarding a phase of the next campaign's activities, and when we left said "How I'll see you again, even though I don't intend to come into Michigan to win the support of your state delegates to the Republican Convention."

Of the three current candidates for the Presidency on the Republican ticket, informed observers believe that Senator Taft has the least sparkling personality to offer the voters; while he refuses to evade discussing public issues, he always gives his reasons of disagreement; he is no ace on the radio, which is quite a handicap; and he hasn't received the national publicity that Dewey and Vandenberg have.

But one can never tell about the future of politics with any degree of complete accuracy. Strange situations develop all through the night on the eve of a national political convention. This, however, I do know: the Republican leaders aren't going to make the mistake of thinking that their fight is solely at the convention, and they will produce a candidate whose name and public record are known to enough people who vote to insure a major consideration at the polls. The Republicans aren't going to nominate an unknown like Alfred Landon who was defeated in 1936.

Vandenberg for President; Dewey for Vice-President—boy, wouldn't that be a grand ticket to set before the nation's voters in November of next year! Try an Eccentric Classified Ad for quick results.

FIRE TRUCK

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structed entirely by members of the department. Such a piece of equipment sells for \$15,000, and the cost to the Michigan city's taxpayers was only \$2488 for the chassis and \$1400 for materials and parts.

The city of Milwaukee recently designed and built two combination police ambulances and patrol cars. The city formerly paid \$2300.75 for one ambulance complete and \$2050 for a police patrol vehicle, a total of \$4350.75 for the two. Under the plan of having members of the force do the work the cost of one of the new units complete with all equipment necessary for ambulance or police work was \$1743.

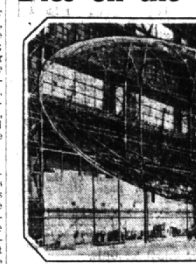
With Philadelphia's police and fire apparatus in such dilapidated condition as to alarm the incoming Mayor, he may find some way to build new machines as well as repair the old ones in the shops of the Police and Fire Bureaus. All cities are seeking ways and means of saving money, and this may furnish a host of men who spend so much of their time waiting for a summons to activity.

ELECTRICIANS

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except for such minor things as repairing flash and snap switches, replacing fuses, changing lamp sockets and receptacles, taping bare joints and replacing drop cords. Any person may do work on one's own property, but must have it inspected. A non-electrician can not work on another person's property or on electrical work for his employer. These features are similar to those in force for some years. Even an oil burner or sign installation must now be done by an electrician who has paid the \$25 fee.

15-Year-Old Dirigible ZR-3 Dies on the Testing Block



The Los Angeles is torn down, a martyr to airship science.

It was early on an October morning in 1924 that the huge Zeppelin ZR-3 lifted her 600-ton bulk up into clearing skies at Friedrichshafen, Germany, floated over the blue waters of Lake Constance, the shell-scattered fields of eastern France and the choppy waters of the Atlantic.

Just 81 hours and 5060 miles later the graceful, silvery giants of the air dropped down on the naval air station at Lakehurst, N. J., that was to be her home for the next 13 years. Bearded Dr. Hugo Eckener, her pilot on that initial, epic hop, stepped from the gondola and turned over to the U. S. government the first, but not the last, dirigible he was to fly across the Atlantic.

As preparation for the willful destruction of two undelivered airships allotted to the U. S. as World War reparations, Germany had been ordered to construct a modern rigid airship capable of crossing the Atlantic and restricted to non-military employment.

Born of war, the ZR-3 was dedicated to peace. Doves were released from her interior as Mrs. Calvin Coolidge christened the airship Los Angeles with a bottle of River Jordan water and bade it "Go forth under the open sky and may the winds of heaven deal gently with thee."

QUIES The Los Angeles sailed through wars as often obscured as open, and the winds of heaven many times dealt for her. But after eight years aloft, when retired as a sacrifice to government economy, she had acquired the record for the longest useful life of any airship ever built. In January, 1935, the dirigible made her first newsworthy flight,

braving bitter cold and the danger of launching from an icy field to take a group of scientists up for a ringside seat at a polar eclipse. There followed flights to Bermuda, to Puerto Rico, to Panama, and into the middle west.

Twice she won mercy reprieves, in search for the Nungesser-Coli expedition off Newfoundland, and for the late Frances Grayson, lost in the airplane Dawn. Once the Los Angeles spied on rum runners during prohibition, but pictures taken turned out poorly.

THE dirigible moored to a ship at sea, landed on the deck of the airplane carrier Saratoga, helped evolve the mobile stunt mooring mast to reduce ground crew from 200 to 60, and picked up scouting planes that hooked on her undercarriage in the air.

Disaster often brushed by the Los Angeles, but never made serious contact. Wrenched from her mast in a landing, the dirigible dragged four of the ground crew into the air, all of whom were rescued.

Caught by a wind reversal, she was the only airship that ever stood vertically on her nose and survived. In 1937, after five years of retirement, the Los Angeles heard her fate. She was to become a martyr to aviation and aviation's aluminum alloy skeleton, to the mauling machines of science, much as a human genius might will his brain to surgical sectioning the secret of mental power.

Howard Hughes offered to buy the airship for his money in that year, but the U. S. didn't sell. Now the Los Angeles dies as she lived, giving her last performance work. Results of tests being made decide whether the dour dirigible is worthy of a long line of descendants.

Attention!! Birmingham Shoppers

It is the desire of the Birmingham Merchants to assist in the exchange of Christmas Gifts in those cases where it is necessary.

We sincerely appreciate your patronage and it is our wish that your gifts should give complete satisfaction.

However, a large number of these Gifts are Seasonable Merchandise and consequently require immediate attention.

Please note that no exchanges of Christmas Gifts can be made after Jan. 6, 1940.

We will continue to give the same dependable service to our customers.

Please help us by not abusing this privilege.

Birmingham Retail Merchants' Association



As the leading newspaper of this community, we keep our trust and hold high those ideals of journalism which make us a factor in maintaining the freedom of the printed word. Whether it concerns editorial comment, city government, society or general information, read your community's news this week, and every week, in

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