Assessor Cuts Valuations of Many Parcels

Assessed values of several thousand Birmingham parcels have been reduced under last year's values, it was revealed Wednesday in a report by Assessor Elmer W. Haack.

Despite the fact that Birmingham last year enjoyed a heavy new building program gained at $888,025, the assessor has ended his work with the total tax roll amounting to $172,952. less than that of the year. The reduction is likely to be cut about $20,000 more when the Board of Review, which starts its meeting today, finishes its work. The Board of Review has the power to raise or lower valuations, and to exempt properties of farmers and sailor's widows and the indigent.

The largest reason for the cut in valuation was the fact that several large subdivisions consisting principally of vacant lots went to the state in the Scavenger Sale and have not be taxed until they are sold back into private hands. The Birmingham Highlands subdivision, lying out West Maple at the edge of the city, had been assessed at about $50,000 although it never yielded much income to the city. Foster subdivision, Birmingham Lands No. 2, was valued at $10,000. Also, unplatted lands assessed at $38,000 went to the State for non-payment of taxes.

Because much land of the outskirts of the City has either been sold, Assessor Haack concluded that the assessed values was too high and reductions were made in most cases.

Business property, likewise, had been scaled downward slightly, he said. About 20 recent sales indicated that values are lower, Haack declared. Most home valuations remained changed.

There is no set way to determine the tax value of property, the law requires assessment at the "cash value," but few if any, assessors use that figure, Birmingham is assessed at approximately half the true cash value, it is said, and even that figure is said to be somewhat above the county average. Except for the matter of county taxes, the value level is not important. If a city has low valuations, it must employ a higher rate to get the same income.

Subject to change by the Board of Review, the current value of Birmingham property is $23,988,528, contrasted to $14,151,480 last year.

Will be Replaced by Congregation

This is the Redeemer Lutheran Chapel on Lincoln avenue, the building which has housed the congregation since its start. A picture is next week's Eccentric will show the new structure.

CHURCH

(Continued from Page One)

It is planned to landscape the three acres completely, and to screen the parking space with trees and shrubs.

All wood trim of the church will be white, including the interior and the pews, except for the rail at the top of the pews, which will be stained dark. The nave will seat 250 people, which will be a little smaller than the Methodist Church, for example.

Wing on East

At the east side of the church will be a wing with a large Sunday School room and an office, the wing to be equipped with folding doors for extra seating capacity.

The basement will be used for Sunday School purposes, and will be equipped with a kitchen, also. Oil heat will be used, and an inexpensive air cooling system is contemplated for some later date.

The spire, 82 feet high, was specially designed by F. R. Weber, Boston architect.

The exact starting date has not yet been set, for it was only Tuesday night when the church membership voted on the project. It is hoped to begin within two months.

The present chapel on Lincoln avenue holds about 100 people and has been in use since 1925. Mr. Wuggazer has been the Lutheran pastor here the past 10 years.

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BUILDING

(Continued from Page One)

garage.

At 1476 Holland, Donald Shaw, new porch.

At 662 Vinewood, 1½-story frame, for J. G. Brien, 381 Covington, Detroit.

At 623 East Lincoln, addition to garage, for Harold Coldren.

At 1088 Lincoln court, 2-story frame, 13,331 cubic feet, for Harold Brook, 176 North Woodward.

At 552 Hanna, H. D. Ritter alterations.

At 287 Oakland, addition for R. M. Hoofnagle.

At 1511 Bunnaville, Timothy Stevens, garage.

At 2057 Yorkshire, road, 1½-story frame, 24,543 cubic feet, for John McKee, Jr.

At 1133 Maryland, 2-story brick, 24,608 cubic feet, for Victor Peck, 359 Ferndale.

At 1010 Fairfax, 2-story frame and brick, 34,824 cubic feet, for W. A. Fortier, 504 West Hudson.

At 691 Ann street, D. M. Hallock, alterations.

At 1423 Bennaville, T. J. Lang, garage.

At 437 Suffield, 1½-story brick 27,090 cubic feet, for L. H. Clinger, 148 Eason, Highland Park.

At 884 Pierce street, Stanley Todd, enlarge garage.

At 385 Fairfax, 1½-story frame and stone, 30,057 cubic feet, for D. J. Bevis, 16134 Lesure, Detroit.

At 1002 Pilgrim, 2-story frame and brick, 41,5777 cubic feet, for Suburban Homes, Inc.

At 940 Hazel, 1½-story frame, 16,478 cubic feet, for Robert J. Williams, 1540 Humphrey.

At 889 and 890 Henrietta, 2-story brick, 2-family, 28,907 cubic feet, for W. J. Lambert, 1,-220 Buckingham.

At 1880 Fairview, 1½-story brick, 18,000 cubic feet, for Philip Stephens, 536 Hanna.

At 1185-1189 South Adams, alter store, for Interstate Liquidation Corp.

RATES

(Continued from Page One)

Supervisors has recognized the fact, and has adjusted its county tax rate in proportion. Also, it has been stated in Board of Education meetings that property in the city is valued higer than in Bloomfield Township.

Another thing to be taken into consideration is the service rendered. Birmingham, for example, has frequent rubbish collection, and more policemen per thousand population than many cities, according to one report, while on the other hand, street maintenance may not be as good. The only definite method of comparison is to rate cities office by office, salary by salary and service by service, which is no small task.

Have You Met . . .

Mr. and Mrs. B. J. McMullen who are living at 320 Townsend street? The McMullens have been married a little less than a year, and moved out here from Detroit just because Birmingham seemed like a nice friendly place to live. Mr. McMullen works with the McMullen Tool Company in down town Detroit.

Wrong-Side Parking Banned

The City Commission decided Monday night that police should "crack-down" on drivers who park their cars on the wrong side of the street.

The issue was raised by Commissioner Luther Hacock, who declared: "I believe that parking on the wrong side causes accidents. I've noticed several instances recently where accidents nearly happened.

"Three years ago the police put a stop to it and I think it should be done again, and enforced indefinitely."

The Commission decided that it would be odd to legislate on something which is already on the law, and without passing a resolution, the group told City Manager D. C. Egbert to inform the police of the Commission's desire.

Commissioner Harry E. Bissett, also said that horn-blowing had become a nuisance, particularly in the evening.

NAVY

(Continued from Page One)

afterthought: There are a dozen or so other messcooks helping me.)

After a hurried breakfast, we messcooks then disperse, some to the scullery (dish-washing), and the rest of us behind the steam table where it is our duty to ladle out the food and inform the other guy firmly, "that is all." (He doesn't want any more anyway. Just asks out of habit.)

The food, I might add, is good. Not so good, of course, that there isn't something to kick about. Sailors are not happy when there isn't something to quack about. Paradoxically, they "quack" loudest when everything is finest. You figure out. I gave up long ago.

I could go on for hours telling of the work that is done, but my friends and people that know me wouldn't believe me, and strangers might get frightened and resolve that their Johnny would never enter a service that worked its members so inhumanly. As a matter of fact, it is more work avoiding work than it is working, if you get me. That is because all the petty officers were once Seamen Second themselves, and know all the ways and means of "coming off" (anything, they know more about it than the would-be corkers-off. As a result, the wages of sin is worth their weight in the bush. It keeps the petty officers busy, but that's what they're for.

But why, you ask, do you *like* the Navy so much? The answer is that I don't know. (Typical thought: If I didn't like it, there is nothing I could do about it.) I ran simply say that in the Navy I am my only trouble. The life of a Seaman Second Class is a happy one. He has no one to look out for but himself. In the Navy, Rank Hath Its Privileges (R. H. I. P.) but also its responsibilities (R. H. I. R.). The responsibilities make the officers and petty officers wake up at night screaming, while the Seamen cause of the trouble, sleep peacefully on.

Jack Becomes Serious

Speaking of shipmates, Webster defines the word simply, "Sailor on the same ship"; but to me it is at least, and I suspect most of the rest of the Navy, it has a very definite connotation, but no dictionary could ever put it on paper. Speaking in similes, I would say that it is like belonging to a fraternity or a lodge. Not too exclusive a fraternity or lodge, but one on which everyone was your friend, and you tried to be the same to him. Also, it is like being in an overgrown family, sharing the joys and everyday experiences of those around you, and joining in their sadness and misfortunes. Furthermore, it is like being in the Navy, the which is like nothing else on earth. It grows on you to the extent that I speak of "going home" after my leave is up.

About my shipmates, I am afraid to say too many good things for fear that you might not believe me. When I get annoyed with them, I wouldn't myself. Suffice it to say that they are always happy, somewhat crazy, and in addition, they are my shipmates, which word should never have tried to explain in the first place. (I cannot imagine a finer bunch of men to live with. Or die with.)

DINNER

(Continued from Page One)

World War. "Britain is showing a spirit that is the symbol of a nation bent on ultimate victory; the efforts to save democracy by Britain are the same objectives that we have in this country. The United States stands at the crossroads in this war; we must increase our aid to Britain at once, in greater and still greater quantities of everything she needs; I do not believe as do Lindbergh and Senator Wheeler and others that the United States can be isolated from the remainder of the world. We, alone, can prevent the defeat of Britain."

Tremendous applause from his audience preceded Mr. Marshall when he said that "within a very few months the United States will be fighting in this war, not to save Britain alone, but because she represents the symbols of democracy that are what we call 'the American way.'"

Asks 'Federated States'

Grover K. Broach, of Charing Cross road, introduced the Rev. Daniel Hughes, of the nearby Highland Park Baptist Church, who concluded the program with reminiscences of his earlier life in Wales, Scotland, and England itself. Mr. Hughes, who has been in the United States for a number of years, has lectured on British platforms with Winston Churchill and other contemporary notables of the island.

Among other statements by the speakers was "what Europe needs now, as it did after the first World War, is a Federated States." belong to a British group that unsuccessfully tried to put that plan through more than 20 years ago, and I believe that after the present conflict is finished such a plan will go through."

Prior to the showing of the picture, Thumbs Up, Duncan MacClellan and his two daughters, clad in Scotch plaid, put on a bagpipe and dancing number for the audience.

CITIZENSHIP

(Continued from Page One)

but the League struck a snag.

"We did what we could to interest the young people," Mrs. John Ormond, president, said Wednesday. "We tried to work through one of the clubs but could arouse no interest."

And there the matter rests. Perhaps the Baldwin High School band will march in the parade and show the crowd that Birmingham does have some interest in the affair, officials hope.

Golf widows are advised to follow their husbands around as a slimming exercise. Our thoughts are with the husbands.—Punch.

BELLS

(Continued from Page One)

NOT act was passed in 1921 relieving them of this burden.

The advantage in local taxation is significant when it is considered that Birmingham is half comprised of vacant lots and that there is a sort of competition between incorporated areas and non-incorporated areas for new homes. Street maintenances is one reason why city taxes are high.

This is a rough estimate of the auto taxes Birmingham people pay every year: There are about 3,000 families in the city and there is probably about one car to a family. If the license fee for each car averages $12, that amounts to $36,000 a year. If each car uses 500 gallons of gasoline a week, that would total $25,400 a year. (The state tax is three cents a gallon, or a grand total of $59,400 a year. How much of this does Birmingham get back?

How State Spends It

Much of the gas tax money is used by the State Highway Department to maintain State roads such as Woodward avenue, and also to build roads in the sparsely settled outposts of the State. Two and one-half million dollars of the gas tax is returned to the counties, along with all the weight (auto license) money. In Oakland County half of this money from the State is used by the County Road Commission for maintaining rural roads; the other half is used to retire road bonds. Some of these bonds were issued for Birmingham streets, particularly Lincoln avenue, and to that extent, Birmingham is benefited from the debt reduction program. Rural areas, thus, are getting their bonds paid off and are also getting their roads maintained, cities get no maintenance except for State Highways.

Moreover, since that bond-retirement setup was inaugurated by the act, revenues have greatly increased; also, the debt has been easier to pay because of refunding at lower interest rates. Thus, under the Higgins-Adams bills, debt service could be maintained at the original rate and still there would be money for distribution to cities for street maintenance.

The Higgins-Adams bills provide that the moneys set aside for debt refitement may be cut a third and that this third would be distributed to cities and villages on a population basis.

Cities 'Left Out'

According to City-Manager Egbert, it would bring Birmingham about $7,500.

Illustrating the way municipalities have been "left out in the cold" by rural legislators is the fact that in 1940, county road commissions received $22,400,000 while cities and villages got about $3,700,000. At the same time, county and township roads earned 18 per cent of the state's traffic, while streets and highways inside municipalities carried 53 per cent, according to the Michigan Municipal League.

The Birmingham City Commission has already urged adoption of the Higgins-Adams bills, known as H.B. 498,499. Those who may wish to express their opinions may write the following members of the House Roads and Bridges Committee, referring specifically to H. B. 498 and 499: Representatives Alpheus P. Decker, James B. Stanley, Nelson A. Miles, Clark J. Adams, Ate Dykstra, Henry J. P. Graebner, William C. Bird, Joseph F. Nagel and Charles H. Nixon.

Citizenship Day Gets $25 Boost

An appropriation of $25 was made by the City Commission Monday night for support of the Oakland County Citizenship Day, which will be held Sunday, May 18, at Pontiac. A letter from Henry Scripps Booth, of Bloomfield Hills, chairman, urged Mayor John L. Marts to issue a proclamation calling on people to fly their flags on the day, attend their houses of worship, and also to attend the parade and ceremonies at Pontiac. President Roosevelt has issued a national proclamation on the subject.

WORK STARTED

The Pontiac Nursery Co. has started landscaping of Hunter boulevard, planting trees and shrubs.

4 O'CLOCK every Wednesday is the deadline for turning in your classified "Want Ads."

Good Business Demands Rapid Turnover. Constant arrival of new fashions necessitates disposition of current stocks—hence this—

COMPLETE *and Drastic* CLEARANCE

Special groups of

COATS Reg. 16.95-69.95 $8.00 to $35.00
SUITS Reg. 10.95-55.00 $5.00 to $29.95
DRESSES Reg. 8.50-29.95 $3.95 to $14.95
FORMALS Reg. 12.95-29.95 $6.95 to $14.95
MILLINERY Reg. 3.00-6.50 $1.50 to $2.95
JACKETS Reg. 3.95-8.95 $3.95 to $5.95
CORSETS Reg. 3.50-10.00 ½ Price
BLOUSES Reg. 2.00-4.00 $1.69 to $2.69
SILK HOSE Reg. .79-1.00 2 for $1.00
GLOVES Reg. 1.00-2.00 69c to $1.39
JEWELRY Reg. 1.00-6.00 35c to $2.95
BAGS Reg. 3.00-5.00 $1.69 to $3.69
RAYON SLIPS Reg. 1.19-2.98 ½ Off
RAYON GOWNS Reg. 1.19-1.98 ½ Off

DAVIDSON'S
Woodward Avenue

LADY, KEEP COOL *but stay lovely!*

in Coolaire by FLEXEES

Of course, this new "long torso" silhouette requires corseting . . . but your summer comfort deserves consideration, too! Our corsetieres show positive genius in combining comfort, coolness and fashion. They'll fit you with COOLAIRE . . . the light, lacey bit of Flexees Lastique that molds you to long-lined loveliness . . . yet leaves you cool and free. See what COOLAIRE, in your own special figure-type will do for you!

For the Grecian, or average figure . . . chevron design, lace lastique, matching cloth front. Lightly boned. Peach or white. Semi-FlexZip closing. Sizes 32-42. $5.00

other Coolaire Girdles and Combinations $3.50 to $10

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Special Packages with assortments especially for "Mother."

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★ Eaton Stationery
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Modern in style and practical—including the NEW "51" Pens and Pencils.

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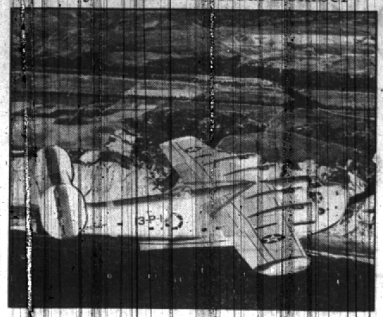
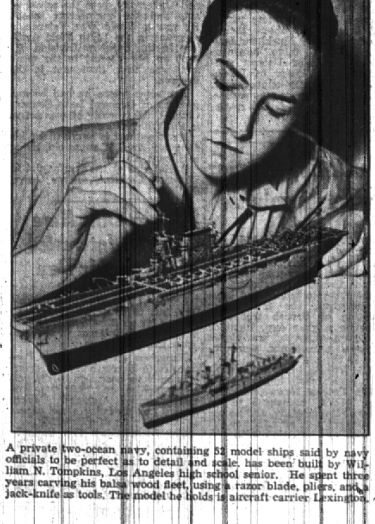
The TEN STAR Car Policy is tailor made for YOU!
KELLY INSURANCE

Navy's Most Powerful Bomber

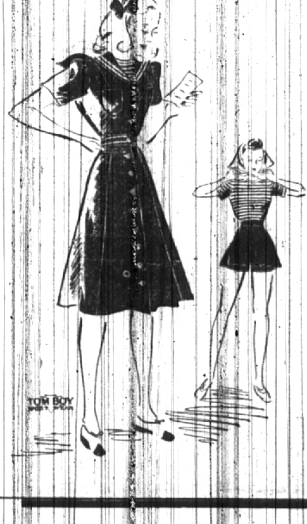


Largest and most powerful airplane in the U. S. Navy is this four-engine patrol bomber. One of the greatest fleets of bombers in the world is now under construction for the Navy at San Diego, Calif.

Builds Two-Ocean Navy



A private two-ocean navy, containing 52 model ships said by navy officials to be perfect as to detail and scale, has been built by William N. Tompkins, Los Angeles high school senior. He spent three years carving his balsa wood fleet, using a razor blade, pliers, and a jack-knife as tools. The model he holds is aircraft carrier Lexington.



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