

Don't Set Grass Fires Without Your State Permit

The conservation department today issued its first warning against setting grass or brush fires without first securing permits from conservation officers, unless fire breaks sufficient to control the spread of such fires are placed around the areas to be burned.

The department again will hold offenders into court. Staff fines and jail sentences were handed down in a number of courts last spring when conservation officers carried on an intensified campaign against uncontrolled burning.

Spring burning of grasslands and brushlots is not encouraged by the department which points out that the practice destroys wildlife and food and shelter for wild life, reduces soil fertility and floods erosion and contributes to the spread of insects and plant diseases.

Permits will be issued to persons wishing to burn brush inside the city limits should first get a permit from the Birmingham fire department. The permits are issued without cost.

Persons who set grass or brush fires which result in damage to others' property are liable for damages in civil actions.

Workers in this area for the conservation department report that conditions of extreme fire hazard are building up in Michigan forests and on grasslands during late March.

Plans are being completed for the Victory Reunion to be held at the University of Michigan on June 20, 21 and 22. The reunion will be the first held by the University alumni since the war.

Here Is Manager Egbert's Recommended Program For Improving Through Streets

Following is City Manager Donald C. Egbert's report to the Birmingham City Commission on a through streets to be improved at once:

Gentlemen:
A program of street improvement in the City of Birmingham has been given study and I will outline briefly the general concept and also the streets which are definitely recommended for improvement.

In general, I have selected streets which carry a relatively large amount of traffic and are in the main areas of ingress and egress to various areas in the City. In connection with this, many of the streets are to be widened, resurfaced and improved with curbs and gutters. A consideration which enters into the picture on Stop streets is the fact that the street carries a large amount of traffic and is in a relatively high type of pavement, such as concrete.

Starts with Oak Street
The streets which are recommended are as follows:

Oak Street, Woodward to Lakepark—This is a short street to the large volume of traffic which it carries and it is terminated at Lakepark as Oak street beyond this point is already improved with curb and gutter. There will, in all probability, be a few tree removals on this street to get anywhere near an adequate width. However, even here, parking will probably have to be prohibited on at least one side and possibly both sides of this street unless the Commission determines that a large portion of the trees along this street would have to be removed.

Wimbleton, Hunter to and including Abbey intersection—This street is selected due to the large volume of traffic which it carries and to the difficulty of maintaining this street at the present time. This street would also have to be a high type for the reasons outlined above, plus the fact that this street is on a side hill and subject to considerable wash.

Wimbleton is the only entrance on Hunter between Madison avenue and Major road. I believe that the next improvement program in this area should contemplate carrying Wimbleton from the Abbey-Wimbleton intersection through to Oxford and including that intersection and the small strip of pavement south to connect to existing curbs on Oxford. At the same time Abbey should be paved north to Henry.

Harmon Needs Attention
Harmon, Woodward to Woodward

NOTICE TO PROPERTY OWNERS
NORTH GRANT—CURB AND GUTTER
The City Commission of the City of Birmingham will meet Monday, April 1, 1946, at 2:00 P.M. in the Commission room in the Municipal Building to consider any objections to the construction of certain improvements on Grant Street, described herein, and for which petition has been filed and to the creation of a special assessment district, created to defray the cost of construction of pavement, curb and gutter and necessary drainage structures on Grant Street from Lincoln Avenue to Chasin Street.

The Commission proposes to create a special assessment district to defray the cost of this construction and said special assessment district shall consist of the following described property:
BUREL'S ADDITION; Lots 41, 42, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

land, including Woodland intersection—This is a main access street to this area. The street is on a hillside subject to wash and is very difficult to maintain. This street would have to be of a high type pavement and I believe that the next step in this area should be to continue Harmon through to Greenwood. There is considerable parking on this street due to the fact that the Holy Name Church is located on Harmon. Harmon varies in width from 66 to 60 feet and, if possible, studies be given to the possibility of including space for angle parking in the block immediately in front of the church.

Frank Street, Woodward to Stop—This is a short street presently gravelled and subject to considerable traffic, difficult to maintain, and traffic on Frank street carries a large amount of dirt onto both pavements. There will undoubtedly be business developments adjacent to this street and plans should be prepared for the paving of this street.

Repair Eton Street
Eton, Maple to Yorkshire—Due to the heavy wash on this street, it is recommended that this be a high type pavement. This short block gives us considerable trouble and we are practically rebuilding the street each year. Our maintenance costs here are completely out of line and the capital expenditure for a proper street is amply justified to reduce our maintenance cost.

Torrey, Holland to the Subdivision Line just north of Taunton—Torrey is the only north and south street between Eton, which is unpaved, and Adams avenue. It carries a lot of traffic and part of the street is entirely unpaved. This would in all probability be a 32-foot pavement with gravel and asphaltic surface.

Redding, Hunter to Bridge—The Redding Lakeside intersection carries a lot of traffic and is in very bad condition. The pavement is badly broken and very difficult to maintain. With curb and gutter construction and an asphaltic top over the existing pavement, we would have an adequate residential street.

TO GIVE PASSION PLAY
The Catholic Theatre of Detroit has announced the beginning of work on The Passion Play, which will be given seven performances starting on April 18 and continuing through April 17 as the group's annual Lenten drama.

DEADLINE FOR CLASSIFIED ADS is five o'clock Tuesday afternoon of the week in which you wish them published. Phone them in, as you desire.

Bee Keepers From This Area Attend Spring Conference

Bloomfield township hall was a regular beehive Friday night as members of the Oakland County Beekeepers' association held another of their spring educational meetings for beekeepers, new and experienced.

The topics heard discussed included bees, equipment, packages, bees, installation of packages and feeding. Birmingham and this section were largely represented.

Waters' Losses
H. F. Saeger of Holly, state apary inspector, reported that many colonies of bees died during the past winter and warned aparyists, precautions should be taken to make sure no disease known as American foul brood is present before putting hives back in use.

Mr. Saeger's president of the Oakland County Beekeepers' Association, "If there is evidence that American foul brood has killed the colony all combs, honey and inside parts of the hive should be burned in a deep pit. When completely burned, pit should be covered. Hive bodies, bottom boards and covers can be scoured so all inside parts are black."

So Unnecessary
A chatty little blonde girl, age 4, neatly solved the Seattle Transit System's problem of overcrowding before an amused load of passengers recently. "Mommy," she inquired, "why is everybody standing when there are so many laps to sit on?"

Department of Agriculture at Lansing for a microscopic examination. You will get a reply in a few days.

Weak Colonies Robbed
Now is the time much disease can be controlled by following these instructions, as it is the habit of bees to hunt for nectar early in the Spring before any flowers are in bloom. When they find a dead or weak colony they will rob it out. If disease is present they are sure to get it. Most cases of American Foul Brood can be traced to robbing.

Okland County has the largest registered members of Beekeepers of any county in Michigan. In 1945 about 170 aparies were inspected. Thirty-two aparies were infected with American foul brood for a total of 13% diseased of all colonies inspected.

All Beekeepers are required to register their aparies giving the following information: Number of aparies, number of colonies in each apary, section number, township, county and home address. Beekeepers must obtain a permit to sell or move bees or beekeeping equipment before sales are made. Registering forms can be obtained from State Department of Agriculture, Division of Apary, Lansing, Michigan.

USE ECCENTRIC WANT ADS.

Election Notice!

City of Bloomfield Hills

Notice is hereby given that the ANNUAL CITY ELECTION will be held in the City Office Building, East Long Lake Road, City of Bloomfield Hills, County of Oakland and State of Michigan on

MONDAY, APRIL 1, 1946

For the purpose of electing the following City Officers:
Two Commissioners
One Constable

Polls will be open from 7:00 a.m. to 8:00 p.m. Eastern Standard Time.

NORVIL B. FARRELL
City Clerk

1945 A BUSY YEAR AT MICHIGAN BELL



TRANSITION

War gave way to peace, but unfilled orders for new telephones continued to soar, reaching 127,500 in November. As Michigan Bell's Postwar Expansion and Improvement Program gained momentum, the number of applicants waiting for service was reduced to 113,200 by year's end.



WELCOME

1,295 of Michigan Bell's 3,056 war veterans had returned by Dec. 31. Mortured were 87 who had died in service. During the year, total employees had climbed 3,400 to an all-time high of 16,500. The prewar ratio of about 10:40 between men and women had shifted so that 2 of every 3 employees were women.



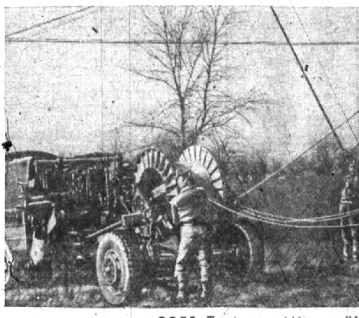
PROGRAM BOOSTED

The figure for Michigan Bell's 5-year Postwar Expansion and Improvement Program was boosted from \$120,000,000 to \$160,000,000 after experience gave a clearer picture of increasing public needs, rising costs of materials and labor. Money for the program must come largely from the sale of Bell System securities to investors.



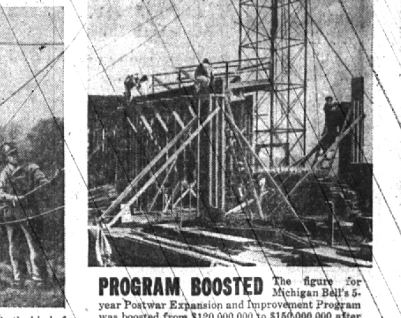
MORE TELEPHONES

By Dec. 31, telephones in service totaled 1,174,513 compared with 742,118 in 1939. In the 6 months of 1945, the increase was 87,000 telephones, largest 3-month gain in Michigan Bell history.



GOAL

To return as quickly as possible to the kind of service wanted, when and where it is wanted, is Michigan Bell's aim. By year's end, work was being rushed on nearly 100 major projects which will boost central office capacity by 85,000 lines and add about 850,000 miles of subscriber lines, 2,600 miles of open wire were built in 1945.



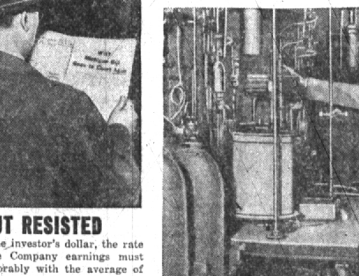
FUTURE

Unlike most industries, we have no substitute but to expand our plant when necessary, to meet service demands. With earnings attractive to investors, we can continue to improve the quality of service and use future, technical research developments to help keep rates down in the face of rising costs. It is to everybody's interest that we give the best service at the lowest cost which will protect the future of the business.



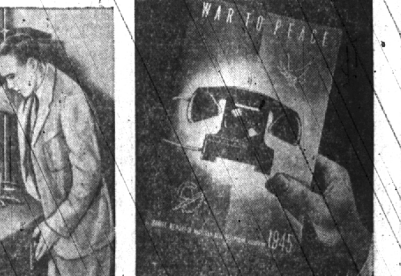
EARNINGS DOWN

While Michigan Bell's total revenues of \$80,806,000 in 1945 were 101% over the previous 1936-1939 average, costs were up 137% to \$71,264,000. The amount left over to pay for the use of investors' money was about \$69,000 less than the average of previous years, although an additional \$36,000,000 had been invested in the business since 1939. So the average return on the stockholder's dollar dropped from 7 1/2% to 5 1/2% cents.



RATE-CUT RESISTED

To attract the investor's dollar, the rate of Telephone Company earnings must compare favorably with the average of other industries—not substantially less, as has been the case in recent years. The future quality of telephone service, then, depends on earnings attractive to investors. So Michigan Bell in January, 1946, appealed to the courts for relief from a Michigan Public Service Commission order calling for retroactive reductions of \$3,500,000 a year for 1944 and 1945, and lower rates for local service in 1946.



ANNUAL REPORT

The full story of Michigan Bell's operations for 1945, complete with all the facts and figures, is contained in an interesting, illustrated booklet, entitled "War to Peace." Copies may be obtained at any Michigan Bell business office.

ASK FOR OUR COMPLETE 1945 ANNUAL REPORT AT ANY MICHIGAN BELL BUSINESS OFFICE
MICHIGAN BELL TELEPHONE COMPANY

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McBRIDE HARDWARE BIRMINGHAM HARDWARE

E. W. OSBORNE

STATE OF MICHIGAN—The Probate Court for the County of Oakland.

At a session of the said Court, held at the Probate Office in the City of Pontiac, in said County on the 19th day of March A.D. 1946.

Notice to Property Owners
BIRMINGHAM—CURB AND GUTTER
The City Commission of the City of Birmingham will meet Monday, April 1, 1946, at 2:00 P.M. in the Commission room in the Municipal Building to consider any objections to the construction of certain improvements on Grant Street, described herein, and for which petition has been filed and to the creation of a special assessment district, created to defray the cost of construction of pavement, curb and gutter and necessary drainage structures on Grant Street from Lincoln Avenue to Chasin Street.

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