

Doctors to Fight Politicians

Men and women of the world of medicine and surgery, for a long, long time, have devoted themselves to the progress of their profession, willing to let other phases of human activity be operated by those who adapt themselves to such affairs.

The doctors and the surgeons paid little attention to, in general, the business of government. They felt that for them to invade public affairs would be "out of bounds", unethical for people whose lives are dedicated to the prevention and cure of human ailments.

Today, however, these men and women are girding themselves for a showdown—along with millions of other citizens—with the political quacks and demagogues. With all its intelligent

From Our Point of View

Harry Bennett has written a story of his 30 years as an employee of Henry Ford. He claims he was closer to Mr. Ford than the latter's only son, Edsel. Bennett pictures the elder Ford as a kind of petty tyrant, whimsical, whole ideas would change from day to day. Bennett also declares that Ford Sr. suspected everybody about him—except Bennett—and was, despite his great wealth, an unhappy industrialist. Well, some of Bennett's words sound like "sour grapes". Whatever were Henry Ford's delinquencies, he did put the world on wheels, was responsible for the progress of mass production in industry, and never got himself mixed up in personal scandals. And he left most of his fortune to benefit mankind.

The good old penny postcard is going to cost two cents, announces Congress. As any rural postcard employee will tell you, the stuff written on 'em often makes for that much worth of good local reading.

So They Say . . .

James Bryant Conant, president Harvard University: "Neither the forces of good nor evil will prevail to the extent prophesied by some writers in the last few years.

Frederick A. Irving, Maj. Gen., Superintendent of West Point: "The (honor) code is still a vital part and the way of life of the Corps."

William F. Knowland, U.S. Senator from California: "The job which Secretary Acheson did in presiding over the (Japanese peace) conference was outstanding."

Thomas E. Dewey, Governor of New York: "Most Americans would like to forget the rest of the world and just live in peace."

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ONE THING OR ANOTHER By George Wm. Averill

MARRIED MEN HAVE TO

It is said that statistics bear out the fact that married men live longer than single men. It should be no mystery if they have to live longer—to try and pay off all the extra "obligations" that raising a family demands.

City Commissioner Lance Minor, although a Birmingham resident for over 20 years, hasn't lost all trace of his Arkansas accent. And the Yankees took him about occasionally, primarily with "you-all" liberally sprinkled into their remarks.

"If you are going to say 'you-all' you should use it right," emphasized Minor.

He said the best explanation is offered in this little poem, author unknown (but evidently a Southerner):

YOU-ALL
Come all you folks from other parts, Both city folks and rural, And listen while I tell you this: The word "you-all" is plural. When we say "you-all" must come down,

Or "we-all" shall be lonely. We mean a dozen folks perhaps And not one fozen only.

If I should say to Hiram Jones, "For instance, "you-all's" lazy," You'd fib that you lend me "your knife."

He'd think that I was crazy. Now if you'd be more sociable And with us often mingle You'd fib that on the native tongue

"You-all" is never single. Don't think that I mean to criticize, Or act as if I know all. But, when we speak of one alone, We say "YOU" like "YOU-ALL."

Now that hunting season is in the offing, some hunters may be waiting for the wildlife to come within range.

So I've prepared this little "game" which I call "Shouten Surprise" or "Russian Roulette with a Hunting Rifle."

Don't have any respect for your gun—it's only wood and steel.

Or "we-all" you looded—you may be surprised at what you do if you're foolish.

Be sure that the barrel is plugged with dirt or some other soft material, then shove the gun makes when it then shatters the barrel is so nerve tingling.

Never be sure where the muzzle is pointing—you may be able to win a purple heart, even if it is posthumously.

Always leave your unattended gun loaded—if it goes off accidentally, it'll save the guy right who picked it up.

Keep your gun loaded when climbing a tree or fence—if you fall you still may be able to kill that caterpillar on the branch while going down, or the grasshopper in the ditch.

Shooting at flat hard surfaces is a necessary diversion—it keeps you on your toes as you try dodging bullets that bounce back at you.

And have fun—but leave your obligatory with us before you set out on your trip!

Moscow Concerto



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.

50 YEARS AGO
October 4, 1901
The township board of Bloomfield met Saturday last and estimated the amount of money required by the township for next year as follows: General expense, \$700; highway fund, \$700; total, \$1400.

From what we have seen and what we have heard the singers that are to be here next week on Wednesday will give us strictly a first-class entertainment. We have been told they are as good as the Canadian Jubilee singers who were our guests seven years ago.

Mr. and Mrs. Claud Harris of Troy entertained a group of 25 "Hello" people at their home last Monday evening and a jolly crowd they were. Miss Florence King took the cantaloupe for correctly guessing its weight.

Geo. Kendall who was nearly the first cashier of the D. & P. Electric Railway is back again among his old friends for a short visit. He is now at Hamilton, Ont.

The proudest boy in Birmingham is Raymyle Whitehead. He took a fine roan and white leg-horn fowls to the State Fair at Pontiac and left them there. When he visited his nets on Thursday he found the coops plentifully decorated with ribbons—three first and two second premiums.

20 YEARS AGO
October 8, 1931
A recent tax study shows a county increase of 175 per cent against a valuation jump of 139 per cent since 1923. Most of the tax hike is traceable to state taxes which have increased 233 per cent in that time. County figures also show Birmingham stands well in tax returns.

Last school enrollment figures show 2498 pupils enrolled in village public schools. Clarence Vielt, superintendent, said this is about 250 more than were registered at this time last year.

The village welfare program is halted to await action by the county.

Col. and Mrs. J. P. McCormick of Bloomfield Hills wonder what sort of a bird a part of the 35 goldfish in their pool last week. Mrs. McCormick, who saw the bird, said it was a species unknown to her but apparently was very fond of fantail goldfish.

Republican candidate for governor, Kim Sigler, will address Birmingham voters at a public rally Monday night. The affair will be held in the Community House and will draw many notable to this city from all parts of the state.

All but about \$23,000 of the city's current tax levy has been collected. City Treasurer Russell T. Berger told Commissioners Monday evening.

Canvas covers have been ordered for city rubbish trucks after it was brought to the attention of city officials that lanes were being littered with paper which blew around town.

private operators." (House of Rep. Report 831, 79th Congress.)

(3) THE INTERESTS of National Defense require a strong privately owned and operated fleet of merchant ships in peace time, maintaining an experienced and actively operating group of shipping experts, crews, officers and managers with overall operating "know-how" which can be harnessed quickly to the job of moving our troops and supplying them and our allies in time of war.

Bitter experience in two wars has shown us this. One of the Ship Sales Act of 1946 was to get the boats into private operation with that purpose in mind. See Sec. 2 (a) (3), (4), and (5).

(4) The Act provided that vessels necessary for the national defense were to be "frozen" in the laid-up fleet after consultation with the Secretary of Navy and Secretary of War. Many merchant ships were obsolescent anyway, by the end of World War II, for defense use. The new Merchant class boats now being constructed are designed with speeds to outrun the fast, hostile submarines now in operation.

(5) MOST OF these ships had (Continued on Page 3, Part 3)

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DON'T WAIT UNTIL IT'S COLD

PEOPLE'S COLUMN

The Eccentric welcomes letters for this column. All must be signed, but signatures will be kept confidential upon request. Letters must be limited to 500 words.

September 25, 1951
Mr. George R. Averill Editor and Publisher The Birmingham Eccentric Birmingham, Michigan

Your editorial "Wasteful Handling of U. S. Ships," Dear Mr. Averill:

After six years of reading your Birmingham Eccentric, I know that you feel our democracy and private enterprise will not survive unless the people are kept fairly and accurately informed by the branch and by our public officials. This is shown by the slogan on your masthead, and by your policy on news and editorials.

Hence, I believe you should investigate further for your readers the "available information" which was the basis of your editorial, "Wasteful Handling of U. S. Ships."

Your editorial barrage at the U. S. Maritime Commission ("one of the most extravagant and incompetent branches") based on the sale of U. S. owned merchant ships built during World War II, is considerably misdirected.

ALSO I BELIEVE it overlooks the important principles here involved of national defense, private free enterprise as against government operation of business, and the making of public policy by a strong and independent Congress.

I believe that a responsible check of the facts will reveal the following:

In 1946 your Congress, not the Maritime Commission, ordered the sale of vessels which had been built by the U. S. during World War II at prices as low in some cases as thirty-five percent of the war-time cost.

THE MAIN price base, however, was fifty-percent of the pre-

War domestic construction cost of similar ships. These price formulas were established by Congress in the "Ship Sales Act of 1946" approved March 8, 1946 (60 Stat. 41), not by the Maritime Commission.

Congress recognized that pre-war costs should be taken into account since war time ship construction costs were inflated by 100 percent. In addition, cost of construction in foreign ship yards was approximately fifty percent less than American construction costs.

THEREFORE, the pre-war domestic price was cut in half by Congress to meet the cost of construction in foreign yards. This was the Congressional intent, and it was a deliberate, express Congressional formula. Yet your editorial clearly places all the blame for this policy and for this formula on the Maritime Commission.

(For over a year now there has been no Maritime Commission. Instead, there is a Maritime Administration plus a Federal Maritime Board.)

(2) Private enterprise, which you frequently support, was the rationale behind the express Congressional intent of turning publicly-owned merchant ships over for peace-time operation by private owners instead of by the Government employees. Congress recognized it had to choose between socialization of the shipping industry on the one hand or government assisted and encouraged private operation on the other. (See Sec. 2 (a) (3) of the Act.)

The Congressional Committees stressed the purpose of "fixing a price which will place the largest number of ships that can be efficiently operated in the hands of

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