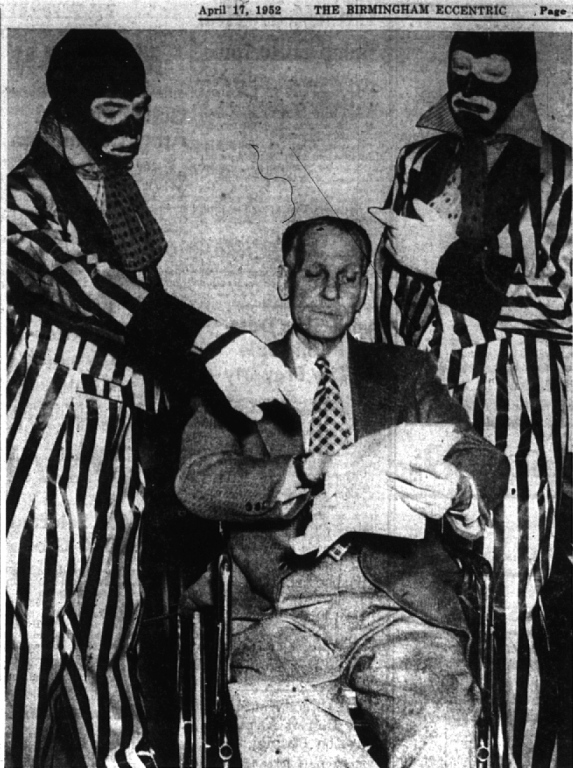


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BENNETT ROBERTSON (left) and Warner Ohman, receive instructions from Director Dean Yelton as they prepare for the First Presbyterian church Men's Club Minstrel show to be given April 25 and 26 at the Baldwin school auditorium. Twenty members will take part in the two nights' performances. Time of the show is 8:30 p.m.

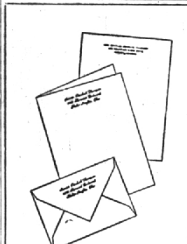
**To Link Cherry Court Sewer to Interceptor For Chester—Wallace**  
By adopting the suggestion of City Engineer L. R. Gare, city commissioners have approved the installation of sewer lines to service Cherry Court as a portion of the Chester-Wallace interceptor sewer. The work will be placed on the next sewer contract to be let. Gare's recommendation was to alter the route of the Chester-Wallace line to include the Cherry Court section, previously approved in 1946 when a special assessment district was created for it. Gare pointed out that the proposed change would be less costly to the city and to the property owners and would provide more satisfactory service for all concerned. Commissioners said that by approving Gare's plan, only one sewer would have to be put in, and no further assessments would be levied against Cherry Court residents.

**Science Miracles Are Rotary Topic; Name New Member**  
"Getting More Mileage Out of the Human Machine" was the topic of Lloyd A. Beemer, guest speaker for the Birmingham Rotary club Monday noon. Beemer, assistant branch manager for Parke Davis and company in the Detroit area, told of the progress of science in the treatment of human ailments during the past few years. "From birth to death mankind is in a desperate race to live out the normal life cycle. Medical men and scientific workers are trying to smooth out that path," he said. BEEMER POINTED out that at the turn of the century mankind had a life expectancy of from 40 to 50 years, compared to 67-68 years today. "The horizons ahead of us are vastly beyond what we can imagine today," he concluded. "Through science we will have a longevity where luck will not be a requirement." John M. Warkovanan, DDC, was inducted into the club by President W. Glen Harris, to replace Clayton H. Gracey, DDS. Dr. Gracey, a resident of Birmingham and a Rotarian for about 15 years, is leaving this week to make his home at Glen Lake. He will devote his entire time to real estate business there and in Birmingham.

**Obituary Notices**  
JACK N. BECKMAN, 48, of Plymouth, died April 10 in Henry Ford hospital, Detroit, after a long illness.  
Born in Lock Haven, Pa., on Nov. 17, 1904, he was senior buyer for the Lincoln-Mercury division of the Ford Motor company and had been with the firm for 28 years. He had been a resident of the Detroit area for 35 years.  
He is survived by his widow, Isabelle; his mother, Mrs. Elizabeth Beckman and one brother, Donald E. Beckman of Detroit. A sister-in-law, Mrs. Norman Becker of Birmingham, also survives.  
Rosary services were held from 8 to 9 p.m. at the Holy Sepulchre cemetery Monday evening, with funeral services from St. Hugo of the Hills church Tuesday morning. Burial was in Holy Sepulchre cemetery.  
MRS. ELENA T. DeLARGEY, 69, of 741 Eton, died suddenly Sunday morning in St. Joseph Mercy hospital, Pontiac.  
Born on Sept. 11, 1888, in Mt. Morris, N. Y., she came to Birmingham 12 years ago from Cleveland.  
She was an active member in the First Church of Christ, Scientist, Birmingham, and a member of the Mother Church in Boston, Mass.  
Mrs. DeLargay is survived by one son, Robert J. DeLargay of Larchmont, N. Y., and one grandchild.  
Services were held Wednesday morning from the Bell chapel of the William R. Hamilton company.

*around the cracker barrel*

Just after the end of the last war a trend started which now shows signs of tapering off. Hundreds of thousands of families began moving from the cities to the suburbs. This has been the most marked change in American living since our fathers moved into the cities a generation ago. The last census showed this trend to be persistent all over the country, but we are beginning to wonder what the next census will show.  
People left the cities because they became unpleasant places to live. They were sick and tired of all the cities' problems, noise, smoke, traffic, congestion, crime, corruption in government, high taxes, and the like. They looked beyond the cities' limits and saw green grass, sleepy suburbs, low taxes, quiet and peace. They were even willing to put up with many commuter's trains, with crowded highways, if they could only find quiet when they arrived.  
Birmingham is only one of those suburbs which has been invaded by swarms of people seeking all those things they think exist here. Birmingham is only one of the many suburban towns whose population has virtually doubled in the past few years. But with the influx of these thousands we stand to quickly lose all those things which attracted our neighbors—unless we are very careful.  
For it's beginning to look as if not a few of the nation's suburbs are going to be in for an unpleasant awakening. And Birmingham may be among them. Two things seem to be bringing to a close this era of population swing to the suburbs. One is the lack of money and planning in suburban governments. The other is the reawakening of the cities.  
Every big city is facing a tremendous problem. They are losing revenue when they lose citizens. Not only do they lose the taxes paid by residents who move out, but with smaller demand remaining for commercial and home properties the taxes have to be cut on what remains. And this in the face of largely increased costs of doing everything. So the cities, finally appreciating their plight, are beginning to do something about it.  
Tremendous projects are on in many big cities to clear slums, to provide new and attractive housing, to provide express highways for rapid transit, to provide adequate and clean off-street parking, to rehabilitate schools, and generally to make a lot of things a more attractive place in which to live. Detroit is beginning to show signs of stirring. Don't be surprised if our neighbor to the south starts soon on some of these projects, these projects which are now well progressed in Pittsburgh, Kansas City, Philadelphia, San Francisco, and Chicago. And when Detroit starts on such a program, we'd better watch out.  
The second reason why the city to suburbs trend is likely to slow to a walk in the suburb itself. The doubling of the population in a suburb—as we've seen here in Birmingham—has brought tremendous demands on the city government. Streets need paving, small schools have to be replaced by larger ones, more schools and classrooms are needed, and a thousand other demands are made. These things can't all be paid for out of current taxes, even if those taxes are much larger than they were. So the city has to maneuver as best it can, and what it has to do is to test it can to satisfy the demands. It has to work frantically, doing its best to take care of pressing needs first, and letting less pressing needs wait.  
All of which makes many people unhappy, for they do not feel they are getting their dollar's worth for the taxes they pay. And all of which puts the city fathers further and further behind the eight ball.  
Last year Birmingham derived about 12.66% of its tax income from business within the city; it derived a further 8.10ths of 1% of its tax revenue from industry. This left about 86 1/2% of the town's total taxes to be paid by the home owner and the owner of vacant property. And those figures mean that something is out of joint.  
This city has grown up as a city virtually without industry, this by choice. But this choice has deprived the city of large revenues paid by industry in many cities. We don't question the wisdom of this situation, for a city without industry should be a dead place in which to live. On the other hand, Birmingham has encouraged a commercial development within the city. It has urged stores and business to move here, and has been proud of its compact, clean commercial district.  
And the commerce here has paid its higher than normal taxes, has not complained much when its taxes were lumped from year to year. But you can't encourage commerce with only high taxes, and this is where Birmingham has been very short-sighted.  
The only way higher taxes and a higher percentage of taxes can be shifted to commerce is to do what is necessary to increase both the size and the business of the commercial district. This is the only way the home owner will get a break in Birmingham. Yet the one thing needed most in Birmingham to make its business area most successful—off-street parking—has been kicked around like it was a strictly political issue.  
Two years ago a plan was presented to the City by a committee of business men, whereby adequate off-street parking facilities would be provided WITH NO TAX CHARGE AGAINST ANY PROPERTY EXCEPT BUSINESS PROPERTY. The cost of such parking was to be financed by revenue bonds, which were to be paid by assessments against business, the revenue from present parking meters, and from the revenue of off-street parking itself. Experts in every phase of the plan were consulted, and all agreed that the plan was sound and that the financing plan was conservative and safe.  
But our City Commission pigeon-holed the report, promised to appoint a new committee to look into off-street parking. The pigeon-holing was done about two years ago; the new committee was promised a year ago. Stores are losing business because their customers can't find a place to park. Not as many people come into Birmingham to shop as formerly. This will eventually mean one thing: taxes on the city's business district will have to be lowered, and more taxes will have to be put on homes. And then there won't be so many homes built.  
The Village Store wants to be a good citizen of this city, as do the other stores in town. As a group they are a credit to the town. They pay one dollar of every eight in taxes, and want to pay more. They'll pay more if the City will only come forth with some plan for parking which they can pay for.  
This is one reply to the excellent editorial appearing in the "Eccentric" about three weeks ago.



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