

Legal Notices

Walter R. Dunham, Atty., 114 S. Woodward, Birmingham, Ala. 521 N. Euclid, Bay City, Mich.

STATE OF MICHIGAN—In the Probate Court for the County of Oakland. **WALTER J. GREENE, Deceased.** The Matter of said Court, held at the Court House in the City of Pontiac, in said County, on the 27th day of December, A.D. 1924.

Present, Hon. Donald E. Adams, Judge of Probate. Elise Klemm, Executor of said estate having filed in said Court his Final Account and petition praying for the admission and allowance thereof; and a copy hereof, once each week, three consecutive weeks, previous to said day of hearing, in the Birmingham Eccentric, a newspaper printed and circulated in said County, and that public notice be given to all interested parties as shown by the records in this cause by delivering a copy of this order to each of them personally or by mailing such copy to each of them by registered or certified mail with return receipt demanded addressed as shown by the files and records in this cause.

And it is further ordered that public notice be given by publication of a copy of this order, once each week, three consecutive weeks, previous to said day of hearing, in the BIRMINGHAM ECCENTRIC, a newspaper printed and circulated in said County.

DONALD E. ADAMS, Judge of Probate.

CERTIFICATION

I, Shaggy Goddshall, Senate, Deputy Register of the said Probate Court, do hereby certify that I have compared the foregoing copy with the original record thereof, now remaining in this office, and have found the same to be a correct transcript thereof, and the whole of such original record.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of the Probate Court, in said County, on the 27th day of December, A.D. 1924.

SHAGGY GODDSHALL, Senate, Deputy Register of Probate Court.

Oakland County, Michigan (43-46-47)

Robert G. Swartz, Atty., 1123 Dime Building, Detroit 26, Michigan

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

At a session of said Court, held at the Probate Office in the City of Pontiac, in said County, on the 27th day of December, A.D. 1924.

Present, Hon. Donald E. Adams, Judge of Probate. Elise Klemm having filed a petition praying that an instrument filed in said Court be admitted to Probate as the last will and testament of said deceased, and that said instrument be admitted to Probate and that administration of said estate be granted to National Bank of Detroit, the executor named in said will or to some other suitable person, and for determination of the said will or of said deceased.

It is ordered, That the 27th day of March, A.D. 1924, at ten o'clock, in the forenoon, at said Probate Office, is hereby appointed for hearing said petition.

It is further ordered, That public notice be given by publication of a copy hereof, once each week, three consecutive weeks, previous to said day of hearing, in the Birmingham Eccentric, a newspaper printed and circulated in said County, and that prominent cause a copy of this notice to be served personally or by registered or certified mail, return receipt demanded, to each of the known heirs, at law, legatees and devisees at their last known place of address at least ten days prior to said day of hearing.

DONALD E. ADAMS, Judge of Probate.

CERTIFICATION

I, Orel Robertson, Deputy Register of the said Probate Court, do hereby certify that I have compared the foregoing copy with the original record thereof, now remaining in this office, and have found the same to be a correct transcript thereof, and the whole of such original record.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed

Convicts Built Many State Roads

Motorists who use the 9,200 miles of highways in Michigan may find it hard to believe today that only 40 years ago Alex J. Groesbeck won the governorship with a campaign to "get Michigan out of the mud."

But that was the slogan that helped elect Groesbeck to office for three terms in the state whose automobile production put the rest of the world on wheels. A little-known aspect is that prison convicts helped in the road building.

Immediately after being elected, Groesbeck pushed through a \$50 million bond issue to pay for new highways. And that caused problems.

Prisoners also operated a state-owned cement plant near Chelsea because Groesbeck was convinced that cement plant owners were gouging the state with too high prices.

Today, use of prison labor is out of the question, according to C. B. Laird, the Highway Department's chief construction engineer and a 36-year veteran of state service. For one reason, there are not enough prisoners in the state to meet the need for road-builders.

During the peak of the building season this year, Laird estimated, some 10,000 men were at work on construction while another 8,300 were used for maintenance. Yet Michigan's prison system has only about 8,400 inmates now.

USE OF CONVICT labor was discontinued in August, 1920, early in the depression. Unemployed workers had protested that the convicts were filling jobs that otherwise would have been theirs.

Each convict was paid \$1.25 a day for his efforts and the state

paid the same amount to feed and clothe him. With incidental expenses, the state was paying \$2 a day for a man's labor. That was about what it would have cost to hire a regular laborer. However, as Rogers pointed out:

"By the saving to the state resulted more from the hard and efficient work done by the men than the saving in dollars and cents through their use."

BEFORE prisoners were used, Rogers said, "there were more than 600 idle men in the prisons . . . and now there are only the incapacitated."

Prisoners also operated a state-owned cement plant near Chelsea because Groesbeck was convinced that cement plant owners were gouging the state with too high prices.

Today, federal standards prohibit the use of convicts for building any highway paid for with federal funds. Furthermore, labor unions would protest such use, Laird said.

AS MICHIGAN prepares to open another 75 miles of freeway within a month, it is interesting to see what Rogers proposed in the year 1924:

"It may be possible to use 800

Drop Shown In U-M Frosh Failures

The rate of freshman drop-outs for academic reasons in 1923-24 reached an all-time low in The University of Michigan's College of Literature, Science, and the Arts.

The percentage of academic drop-outs in the entire Literary College also dropped to the lowest level on record in the same period.

The 1923-24 rate of academic loss of freshmen was 7 per cent—thus 98 out of every 100 freshmen were eligible to continue study in their sophomore year. This loss rate has been steadily declining: comparable percentages were 8.9 two years ago, 8.9 three years ago, 9.6 four years ago, and 10.4 five years ago.

SAYS ASSOCIATE Dean James H. Robertson of the Literary College, "When you consider that our freshmen are held to an overall 'C' average, which is a required minimum for graduation, their performance is that much more significant. Contrary to policies in many other schools, the College

prisoners and with them had built nearly 100 miles of paved roads. "It is expected they will be used to close a 10-mile gap on M-10 in Oakland County; complete the Grand River road, M-16, Lansing to Detroit in Oakland, Livingston and Ingham counties, a about 42 miles; also to build the remainder of the Monroe-Toledo road, 19.5 miles which will be the new M-30 across Monroe County."

does not have a 'sliding scale' of academic good standing." The pattern has been much the same for the entire College. In 1923-24 the percentage of academic drop-outs for all students was 5.1, compared with 6.7 in 1921-22, 5.3 in 1920-21, 7.2 in 1919-20, and 7.7 in 1918-19.

"IN ALL LIKELIHOOD, the major reason for this encouraging reduction in the number of our academic drop-outs," says Robertson, "is the improved preparation and better motivation of the students we admit. The freshman classes in particular have shown a steady rise in intellectual achievement and potential. For example, 38 per cent of freshmen this year ranked in the upper 20 per cent of their high school classes."

Robertson also notes that the admissions criteria for transfer students have been strengthened recently. "This factor, added to the rising quality of freshmen, unquestionably accounts in major part for the declining numbers of students asked to leave because of unsatisfactory scholarship," he says.

Robertson points out.

ALL LITERARY COLLEGE students whose records fall below an over-all "C" average receive disciplinary action of several different types. The percentage of students who received disciplinary action was 12.8 in the fall semester 1923-24 compared with 13.7 for the previous fall semester. Comparable figures for the spring semester were 9.9 in 1923-24 and 11.3 in 1921-22.

The most significant difference occurred in the number of students who were asked to withdraw for academic reasons. A comparison between 1921-22 and 1923-24 reveals a drop of 83 in the fall and 71 in the spring—in spite of an increase in enrollment, Robertson points out.

Planned Pattern

Interstate and U. S. highway route numbers are arranged in a planned pattern. Odd numbered routes run north and south while even numbers are east and west.

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