

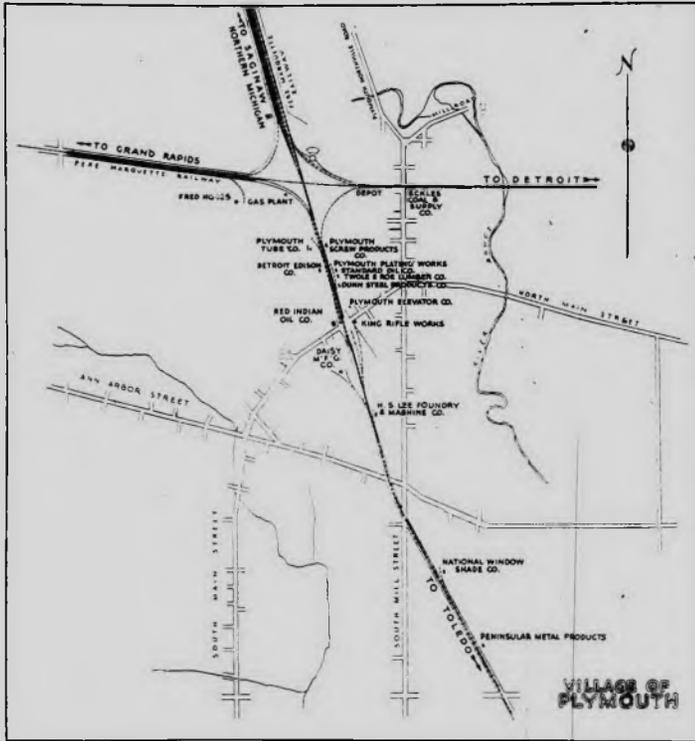
THE PLYMOUTH MAIL

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Plymouth on The Threshold of Great Development Declares High Pere Marquette Railway Official



This map prepared especially for the Plymouth Mail by P. M. Engineers, shows its nearly 18 miles of main tracks and yard tracks in Plymouth.

Plymouth's Tremendous Railway Advantages In A Nutshell

Plymouth is the intersecting point of two main lines of the Pere Marquette railway, one line running east and west across the state, the other line running north and south.

Within the boundary line of Plymouth are over seven miles of main line Pere Marquette-tracks.

In addition to the seven miles and a fraction of main line tracks, Plymouth has considerably over eight miles of yard tracks, a sufficient railway yardage to serve a city six times as large as Plymouth.

There are twelve freight trains that give service to Plymouth each day of the week.

Numerous train and switching crews are maintained at this important point of the Pere Marquette railway system.

A total of 22 trains provide Plymouth with freight and passenger service every day of the year, except Sunday.

There are within the incorporation limits of Plymouth a fraction under 16 miles of Pere Marquette railway tracks.

Three passenger trains, giving Plymouth service, each way every day, give direct service to Lansing and Grand Rapids and Detroit.

Two passenger trains each way every day provide Plymouth with direct passenger service to Saginaw and other points north.

There are ten passenger trains each day that provide Plymouth with transportation facilities to Detroit, Grand Rapids, Saginaw and other points in Michigan.

CO-OPERATION BETWEEN PLYMOUTH AND PERE MARQUETTE PROVES A BENEFIT

I AM YOUR ENEMY

I do not care who you are, minister, farmer, teacher, laborer, anybody.

I do not care whether you are rich or poor, old or young, strong or weak, everyone.

I do not care where you are, at home, on the street, on the train, anywhere.

I am more powerful than all the armies, more deadly than guns or poison gas, more cruel than the most uncivilized man or the most ferocious beast.

I steal millions each year, but give nothing to anyone.

I always tear down, never build up.

I am defeated each day by many, yet I never give up the attack.

Who am I?
I am CARELESSNESS.

Community Has Profited From Good Will It Has Always Shown To Railway Company

Through the cooperation and good will of high officials of the Pere Marquette Railroad company over a long period of years and a spirit of mutual understanding on the part of industrial leaders of Plymouth this community has in recent years become one of the most favored industrial centers in Michigan.

Located 24 miles from the heart of Detroit, just far enough out from the great metropolis of the state to escape all of its disadvantages, Plymouth is able to offer manufacturers just as good railway facilities as Detroit.

Not often is a community located so close to a big city able to offer such ideal rail facilities as Plymouth. Main lines of the Pere Marquette radiate from this city in every direction. The Plymouth-Saginaw line connects this place direct with all of the important cities in northern Michigan.

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Points Out Advantages

Industrial Commissioner Of Pere Marquette System In Statement To Plymouth Mail, Tells of Possibilities of Industrial Expansion Here.

"One of the big advantages of Plymouth is its geographical location. Just near enough to Detroit to be easily accessible, yet far enough away to be free from many of the disadvantages of a large city.

"Here is a community primarily of homes, a large percentage of the population being home owners. Good schools and churches make it a desirable community in which to make a home and raise a family. Its proximity to Detroit brings it within the metropolitan industrial area.

"Plymouth, as well as the territory between Plymouth and Detroit is due for industrial growth within the next few years."

George D. Moffett, Industrial Commissioner, Pere Marquette Railway.

Such is the opinion of the official of the great Pere Marquette railway system who is directly in charge of the entire industrial expansion of that company in Michigan.

It is not a hasty statement, made without basis, because for many months it has been known that the Pere Marquette Co. has been gathering every bit of available information pertaining to future industrial development possibilities of Plymouth.

It is known that Mr. Moffett's assertion is based upon impartial information which has been secured for him as well as upon personal investigations he has made in Plymouth.

Mr. Moffett's statement as to the numerous advantages of Plymouth and its prospects of future development, prepared especially for the Plymouth Mail, is of a most optimistic tone.

In addition to pointing out the favorable position occupied by this community, its accessibility to Detroit, its many civic advantages and its exceptional railway position, Mr. Moffett gives some of the other reasons why he sees a most promising future industrial development for Plymouth and the territory lying between Plymouth and Detroit.

He points out that many industrial plants now located in Detroit are faced with the necessity of expansion, or they will be shortly. The particular districts in which they are located prohibit further addition to their plants and they are unable to spread out as their business demands.

The principal obstacles to needed enlargement of their plants in Detroit and other big cities, are that no land is available, and even when available the prices placed on abutting city property is prohibitive.

Property further out in places like Plymouth which offer equally as favorable railway and other facilities, may be had at only a fraction of the price demanded in the congested districts of big cities

where industries are located. In Plymouth and vicinity much larger land tracts can be purchased, land that will provide suitable present factory requirements as well as leaving plenty of room for future expansion.

Re-location of factories, it is pointed out, not only enables manufacturing concerns to purchase larger tracts of land for their industries, but makes possible modern and properly designed plants. In large numbers of cases manufacturing institutions in some of the great cities are located in buildings not at all suitable for the purposes for which they are utilized.

"Transportation," declares Mr. Moffett, "which is important to the community as a whole, but more particularly to industry, is well supplied in Plymouth by the Pere Marquette railway, with ten passenger trains and twelve freight trains daily. Between Detroit and Grand Rapids are three passenger trains each way, and between Detroit and Saginaw, two trains through Plymouth each way daily. Freight service between Detroit and Grand Rapids through Plymouth comprise three trains each way every day with Plymouth service. Between Detroit and Saginaw one freight train north each day and two south. Between Toledo and Saginaw, with Plymouth service, there are two freights north each day and one south."

Mr. Moffett points out clearly the tremendous advantage to be gained by Plymouth as well as every other industrial center and community along the Pere Marquette lines if the proposed consolidation of the Pere Marquette and the Chesapeake & Ohio lines, including a number of smaller roads, is consummated.

"It will make this group one of the four great railway systems of the east and central west. The consolidation would place Plymouth on the main line of a great rail route between Lake Michigan and the Atlantic seaboard," declared Mr. Moffett.

The Industrial Development department of the Pere Marquette Railway is at present making a survey of all the available industrial property along its lines and in the immediate future it will have completed its data about Plymouth.

This information is being secured directly from owners of property suitable for industrial development, realtors, the Chamber of Commerce and other sources. When completed it will not only list all property in Plymouth suitable for industrial use, its location, size, price and shape, but it will provide information as to all the many civic advantages of this community.

Mr. Moffett stated that Plymouth has numerous industries of which it may well be proud, and the location of more of the same high type industries as here now, would be a direct benefit to the entire community.

The Industrial Commissioner did not seem at all alarmed over the present depressed business condition. One of the possible advantages, he stated, which might result from it, is that the recession of real estate values might work for Plym-

These Giants Help Serve Plymouth's Transportation Need

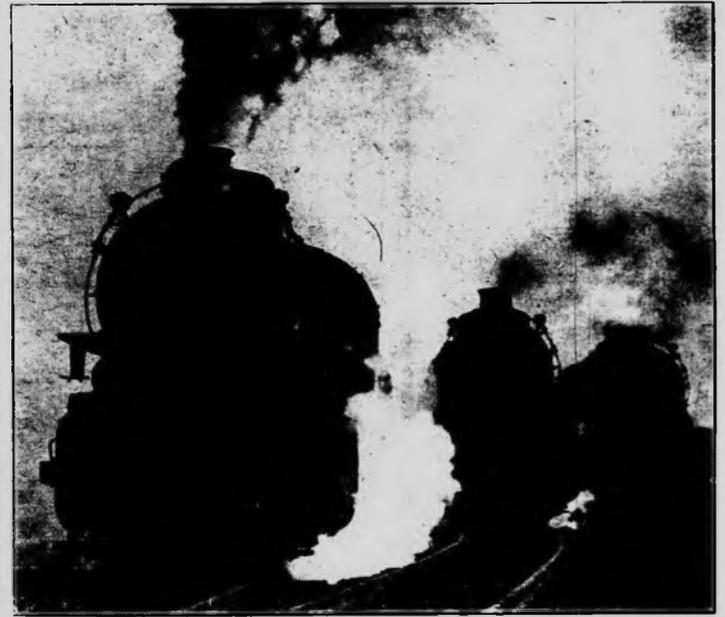


Photo by H. Armstrong

'The Sportsman' Is Finest of all Trains Pere Marquette Railway Spans One of Great Lakes

BIG RUMBLING FREIGHTS THAT PASS PLYMOUTH WAY, RIDE LAKE MICHIGAN WAVES

Down in Lower Town on Starkweather avenue, a string of automobiles is waiting for a great rumbling Pere Marquette freight train to pass. A giant locomotive that seemingly radiates enough power to pull a train of a thousand cars, finds it necessary to have a "pusher" to help it on its way westward through the miles of Plymouth yard tracks.

Where is it going? Trains that travel on this line of the Pere Marquette, one of the four main arteries of the Pere Marquette that radiate north, east, south and west, out of this fast growing little industrial city, serve Lansing, Grand Rapids,—all of western Michigan,—then pass onward across Lake Michigan.

The Pere Marquette is a railroad that crosses one of the Great Lakes.

One hundred miles of beautiful Lake Michigan have been spanned by one of the most powerful fleets of great ferry boats that operate anywhere in the world.

They cut through great ice fields as easily as an automobile traverses a paved highway—carrying freight from Plymouth and Detroit and the east to the great northwestern section of the United States.

The Plymouth-Lake Michigan line of the Pere Marquette saves shippers many days on all goods shipped to the west and that are shipped from the west. The "Pere Marquette Ferry Bridge" across Lake Michigan eliminates shippers the delay that necessarily comes from the big railroad terminals of Chicago. Often it takes days for through freight cars to pass through Chicago.

Just as regular as a clock, these giant steel boats that carry whole freight trains, leave the Michigan shore every day and every night for the Wisconsin harbors. Winter and summer, they never fail in their service to American industry and agriculture.

An article by W. L. Mercereau, former superintendent of steamships for the Pere Marquette railway, contains a world of information about "The Railroad That Crosses a Lake." The article follows:

The history of maritime growth on the Great Lakes is the story of the triumphant achievement of men in many branches of industry. The history of its development on Lake Michigan in particular is largely the record efficiency and dependability to the task of transplanting freight and passengers across the water between Wisconsin and Michigan ports.

(Continued on page two)



Why Plymouth Is Interested In Great Railway Consolidation Plan

DIRECT LINE TO THE OCEAN

Proposed Merger of Pere Marquette and The Chesapeake and Ohio Lines Would Place Plymouth On Main Line of One of Country's Greatest Railway Systems.

What will the proposed consolidation plan of the Pere Marquette Railway system and the Chesapeake & Ohio system mean to Plymouth, if the proposal should be approved by the government, as it doubtless will? Will it have any effect on this little industrial community of some five thousand people?

It will have a tremendous effect!

The consolidation, if permitted, will place Plymouth on the main line of one of the four greatest railway systems in America.

It will give Plymouth direct rail connections with the Atlantic seaboard, in addition to making available all of the rail connections of the C. & O. lines.

From this it can be readily seen why Plymouth is vitally interested in the proposed consolidation.

How the Chesapeake and Ohio Lines, with the Pere Marquette, would become the main stems of a great railroad system, is shown in the petition filed with the Interstate Commerce Commission on October 3rd, asking the commission to adopt the principle that the eastern territory will best be served by the creation of four great systems, instead of five as the commission has proposed.

In this petition the President of the Chesapeake and Ohio, the Baltimore & Ohio, the New York Central and the Pennsylvania, unanimously have joined in asking the Commission to amend its own plan. It is the first time that the four great systems of the East have come before the commission with a united front on this matter so important to the public and the employe families alike. Hearings doubtless will be held during the winter. When a decision might be expected, it is now too early to forecast.

To picture the situation clearly it is necessary to recite a bit of history. When the railroads were returned to their stockholders by the government after having passed through the war emergency, the need of consolidating them into efficient, well balanced systems had been established beyond all argument. It had become obvious that the country needed its railroad service on the system basis, not only for trade, commerce and industry, but for national defense as well. It was patent that if the strong roads were grouped with the weak, that out of it would come efficient, well balanced railroad systems; security for the investor, efficiency for business and travel, and that competition would be preserved.

Accordingly, Congress enacted in 1926 the Transportation law providing generally for those objectives. It directed the Interstate Commerce Commission to prepare a plan for consolidation and it provided for the "recapture" of a portion of the excess earnings of the strong carriers to be used for the benefit of the weaker ones. There is no doubt that the "recapture" provision was designed to hasten the processes of consoli-

dated, for obviously if the stronger carriers took over the weaker ones to share their substance there would be little or nothing to recapture.

In 1921 the commission promulgated a plan, stating frankly that it was simply a spring board from which to make a start and stipulating specifically that there was nothing final about it. In fact, within a very few months, the commission authorized some comparatively minor consolidations which were not in accord with its plan at all, on the showing of public interest made by the railroads.

In 1925, President Bernet (then of the Nickel Plate; President Atterbury of the Pennsylvania; President Crowley of the New York Central and President Willard of the Baltimore & Ohio, after exhaustive study and conference, became convinced that the roads of the east, from all points of consideration, would best be grouped into four systems and so advised the Interstate Commerce Commission.

The Messrs. Bernet, Crowley and Willard were in accord as to how the groupings should be made, but President Atterbury was in disagreement as to some features of that plan.

From that time onward, the consolidation movement lay in the doldrums, and several individual moves by the roads to make a start were rejected by the commission. By 1927 conferences among the railroad executives were under way again. The need for consolidation was too obvious and too pressing to be ignored, and although the Interstate Commerce Commission three times asked Congress to relieve it of the job of preparing a plan—which Congress three times refused to do—the commission

itself in 1929 issued a new plan. It provided for five systems in the East instead of four.

Examination of the five system plan convinced the railway executives that to divide the eastern railroads into five systems would leave them neither well balanced nor strong. In other words, they were convinced that to spread the existing roads over five systems would produce some systems which would be strong and some others which would be weak, and probably have a hard time to live and do business. Every railroad man knows the vicissitudes and troubles which go along with working for a "weak railroad."

Accordingly the executives of the four great eastern lines again turned their faces to the task of presenting a united front to the Interstate Commerce Commission with a plan for four systems—so well conceived and ably presented that it would be acceptable to the commission in place of its plan for five.

While they were in the midst of their negotiations, the recession of traffic began, with its consequent reduction of employment, and the need for consolidation emerged in a new light. It took its place as one of the measures for restoration of normalcy, by the elimination of wasteful duplication of service, and as such it was supported by the national administration at Washington.

Spurred on by the new need, the roads by mutual concession and compromise, arrived at an agreement on a plan, and this has been submitted to the Commission. It is not what any one of them might have itself alone. But is believed to be the best plan on which all

could agree, and it is presented as a good solution of a long and difficult problem.

One of the features of any consolidation plan which immediately attracts the attention of the employe family is the question of how it will affect employment. In the early consideration of consolidation there was a good deal of loose talking to the effect that it would mean wholesale dismissals, transfers and distress generally. Nothing specific was advanced to meet such a serious allegation; the prediction was made in generality.

Nevertheless, President Willard of the Baltimore & Ohio, recognized by railroad employes everywhere for outstanding human and sympathetic regard for his employe family, testified before a Senate Committee that he foresaw no wholesale disjuncting of employment machinery; he pointed out that physical consolidation of railroad properties is not accomplished over night, but takes months and sometimes years; and that he expected the normal turnover in which figure death, disabilities, retirements and other normal events in the workaday routine of running a railroad, would meet most of the situations as they developed. Frankly, Mr. Willard said, where the situation did not take care of itself, the railroads of course would expect to care for their own in every way that was just and reasonable.

Every employe of the Chesapeake and Ohio and Pere Marquette, is, of course, eager to know what his railroad is going to look like if it is permitted to become one of the four great systems of the East. A map in this issue shows the lines as they would run in the new system proposed. Specifically the Chesapeake and Ohio System would be composed of

the following named principal lines:

- Chesapeake and Ohio.
- Pere Marquette.
- Nickel Plate.
- Erie and subsidiaries.
- Lehigh Valley.
- Bessemer and Lake Erie.
- Chicago and Eastern Illinois.
- Wheeling & West Virginia.
- Pittsburgh and West Virginia.
- (west of Gould's tunnel.)
- Pittsburgh & Shawmut.
- Pittsburgh, Shawmut & Northern.
- Detroit & Mackinac.
- Manistee & Northeastern.

In addition to the trackage rights already held, the new Chesapeake and Ohio system would have additional principal trackage over other roads as follows:

Over the Lackawanna from where it connects with the Lehigh Valley at Pittston, Pa., to Hoboken, N. J., where the Chesapeake and Ohio would have joint use of the Lackawanna's Hoboken passenger terminal facilities. Connection also would be made in that vicinity with the present lines of the Erie.

Over the Michigan Central from St. Thomas, Ont., to Courtright, Ont., on the east side of the St. Clair River; and continuing across the river from St. Clair Springs, Mich., to Richmond, Mich. This affects the present lines of the Pere Marquette. A lease is an alternative to trackage.

Over the Pennsylvania from Indianapolis to Louisville (thus taking the Nickel Plate line further south and over the Lehigh Valley from Newark, N. J., into Pennsylvania station on Manhattan Island. This provision will permit passenger trains of the new Chesapeake and Ohio System to receive and discharge passengers on Manhattan Island, in the

heart of New York.

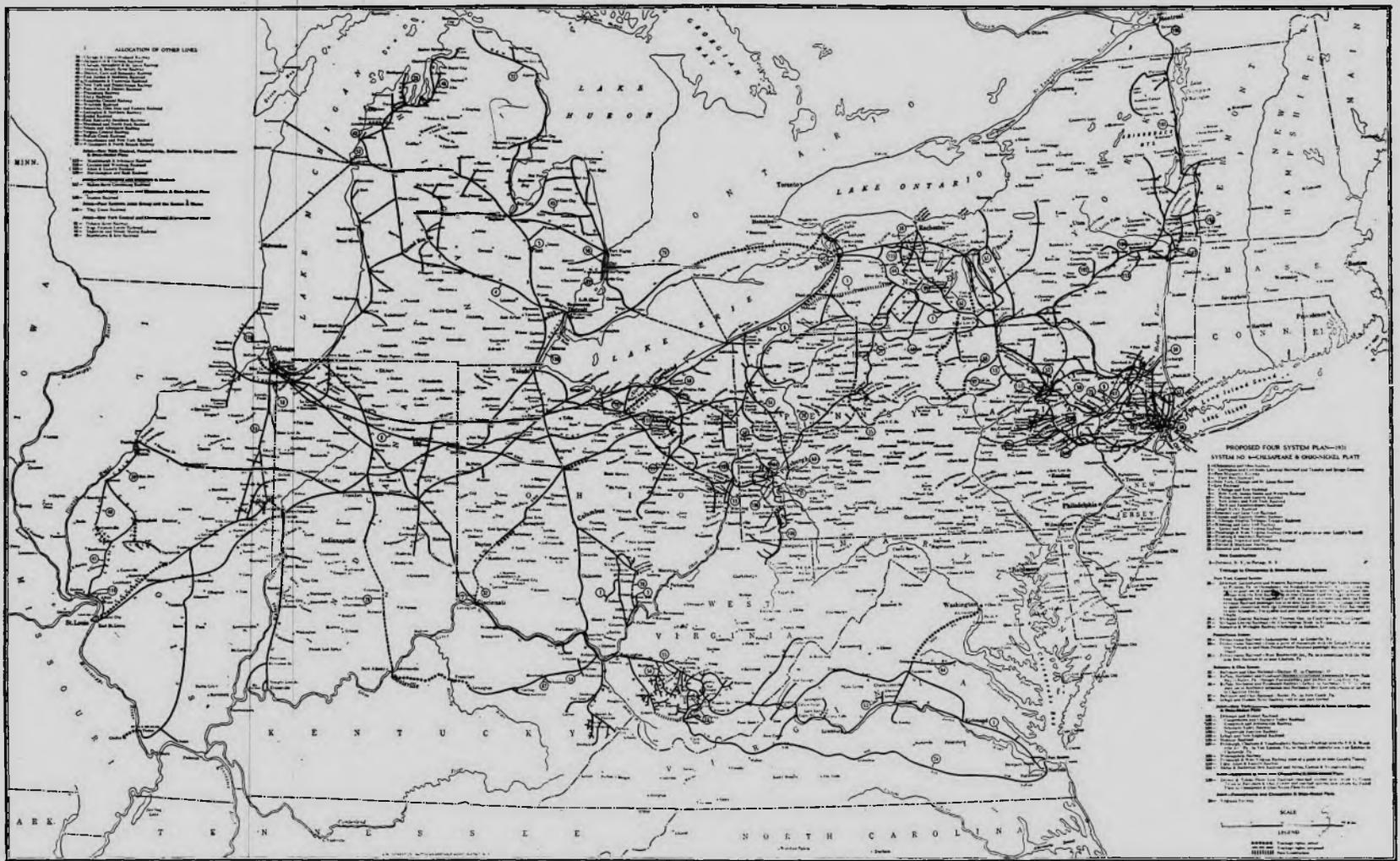
From the Baltimore & Ohio, the principal trackage to be gained is from Dayton, to Cincinnati, O., which extends the line of the Erie, and use of the Rochester, N. Y. terminals, the Rochester Belt Line and access to the docks at Charlotte, N. Y., on Lake Ontario, by extending the Erie Line by trackage from LeRoy, N. Y., to Rochester. The Chesapeake and Ohio is to also have trackage over the Lehigh and Hudson river as a means of access to the rail gateways to New England.

Then, jointly with the other three eastern systems to be created, the Chesapeake and Ohio would have an equal proprietary interest or use of various important bridge and terminal lines giving it access to great industrial centers and the New England territory, among them the Delaware & Hudson, the Lehigh & New England, Montour, Monogahela, Elgin, Joliet & Eastern, Akron & Barberton Belt, Akron, Canton & Youngstown and several others.

The new Chesapeake & Ohio system would have the half interest in the Detroit & Toledo Shore Line, now owned by the Nickel Plate; the Grand Trunk's present half interest would go to the Baltimore & Ohio. The Virginian Railway, in its entirety, would go to the Pennsylvania and the Chesapeake and Ohio, in joint ownership and operation. The so-called Shore Lines to be taken into the New Chesapeake and Ohio system are the following:

- Chicago & Illinois Midland.
- Jacksonville & Havana.
- Chicago, Springfield & St. Louis.
- Arcadia & Betsy River.
- Detroit, Caro & Sandusky East Jordan & Southern.

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PERE MARQUETTE RAILWAY SPANS ONE OF GREAT LAKES

(Continued from Page One)

The car ferry service of the Pere Marquette is one of its important channels through which pours thousands of tons of freight to be distributed over its own lines, and a great portion of it, passed on to its sister road, the Chesapeake and Ohio, through the Toledo Gateway.

Shippers long have recognized the immense advantage of this car ferry service, for it enables the Pere Marquette and C. & O. to meet any kind of competition in their respective territories. The C. & O. shares the traffic through Toledo to points in the Central territory and the wide expanse of the Southeast. In its own territory, the P. M. reaches to the East by way of the Buffalo gateway at a great advantage in mileage. From Manitowoc to Buffalo by way of Chicago is 692 miles, but by the P. M. car ferry route the distance is only 522 miles, a saving of 170 miles and several hours in running time. Similar advantages are offered via the ferry service between other important points in Wisconsin and the Northwest.

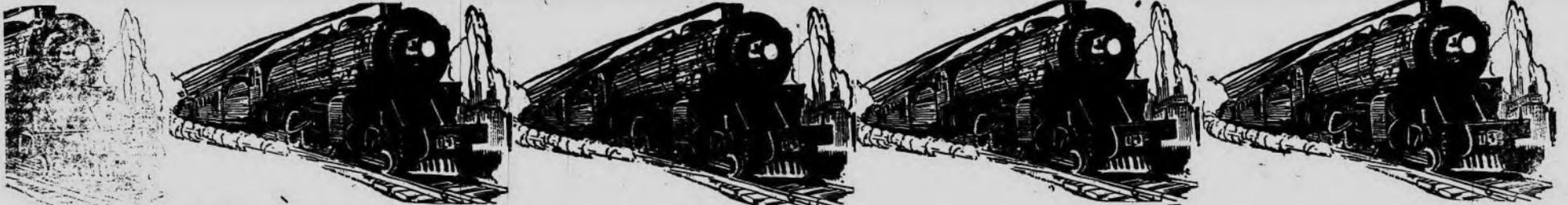
Today the Pere Marquette operates nine powerful steel car ferry steamers across Lake Michigan. More than 400 men are employed on these boats, which have a combined capacity of 25,000 cars per month. During the thirty-four years of operation, very few of these ferries have been held in port because of the weather, for they stop at practically nothing. Since the advent of these steel ships winter navigation on the Lake has been rendered almost as feasible as summer steamboating, for the ferries, by virtue of their power and construction, serve also as icebreakers.

In bad weather as the car ferry sailors know it, with high waves whipped up by a 40-mile to 70-mile wind, the ferries are rolled and tossed about, but always stay on top. The cars are securely fastened to their tracks with numerous jacks and chains especially constructed.

The Pere Marquette has operated boats other than car ferries on Lake Michigan for forty-three years, and in that period acquired fifteen lake steamers. Six of them, the old wooden boats, have gone their way, and the nine steel ships remain.

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Shippers of through freight from east and west have learned that the cross-lake ferry service is invaluable to speedy movement of their goods.



PERE MARQUETTE RAILWAY SPANS ONE OF GREAT LAKES

(Continued from Page One)

It would be interesting to know how many crossings have been made since 1882. Suffice it to say, however, that while thousands of trips have been made and hundreds of thousands of passengers have taken passage on the boats, there has been but one accident resulting in loss of life. The men picked to sail these boats have not been the result of chance—they have been carefully selected, tried and found equal to the task. None but those who have experienced them can quite comprehend the dangers, difficulties and hardships that have attended winter navigation on Lake Michigan.

The Pere Marquette has been greatly aided in its efforts to successfully maintain a winter trans-lake service by the splendid natural advantages of Ludington Harbor. This harbor has been aptly termed the "Open Port" and "Gateway to the Northwest." There are numerous instances on record where Ludington Harbor has been the only accessible port on the Eastern shore. But owing to prevailing westerly winds all the East shore harbors are more or less subject to ice jams and especially a congestion of slush ice, and this fact has given rise to innumerable and seemingly insurmountable obstacles to the winter marine. Not infrequently in the early days the original package freighters were imprisoned in the ice for days until released by a shift of the wind to a favorable quarter.

The Flint & Pere Marquette Railroad reached Ludington December 18, 1874. During the following summer the small sidewheel Steamer John Sherman commanded by Captain Stewart, landed at a crude slab dock located in the Fourth Ward bayou about where the Ludington Fruit Company's dock now stands. The next summer the Railroad outgrew its limited terminal facilities and the depot and office were moved to a point 220 feet east of where the present elevator stands. Here a warehouse was built and a pile dock constructed. The freight was carted 400 feet from the dock to the warehouse by hand.

During all these years from 1876 to 1882, the Flint & Pere Marquette routed all its lake freight via the Goodrich Line and it was decided thereafter to build and operate a couple of boats. The two Steamers, Flint & Pere Marquette No. 1 and Flint & Pere Marquette No. 2 came out in September, 1882, when the war of rates with the Goodrich Company commenced and was waged bitterly for a period of one year. In 1883 the Goodrich Company withdrew from the field.

The Steamer Flint & Pere Marquette No. 1 arrived here in September, 1882, under command of Captain James B. Muir of Saginaw. The Flint & Pere Marquette No. 2 was brought out by Captain John Duddleson in 1882. During the year 1883 both No. 1 and No. 2 were taken to Detroit and lengthened. The boats were cut in the middle and 36 feet of additional length added amidships.

Captain Duddleson also brought Steamer Flint & Pere Marquette No. 3 in 1887. He remained in charge of her one year when he left to bring out No. 4 in 1888. Steamer Flint & Pere Marquette No. 5 was brought out in 1890. Captain Charles Moody, with the writer as Purser, arriving here with the boat on Thanksgiving day.

The first steel car ferry brought out in 1897 by the Flint & Pere Marquette Company was the Pere Marquette, now known as Pere Marquette 15, and has proved herself perhaps the most wonderful craft in performance ever launched on fresh water.

Through the Flint & Pere Marquette Railroad Company, which originally established the P. M. Steamboat Line, has twice changed its identity, the policy of the management has remained unchanged, and the business has grown with rapid strides. Contrast the conditions of 1882 when a half dozen men carried or carted the freight by hand from the boat to the warehouse, with those of a decade later when an army of 400 freight handlers in Ludington warehouse working under that master of bosses, Wm. J. Gleason, transferred the cargoes of five package freighters from boat to dock and from dock to boat.

Again, at the close of another decade, behold another transformation, still more wonderful, more astounding, more effective in its bearing on the volume of commerce which is today passing through the port at Ludington. The package freighters have given place to the car ferries, a species of craft which has revolutionized freight transportation in certain favored localities. The saving effected in the cost of loading and unloading was immense. With three car ferries in service, the total gross tonnage in and out of the port of Ludington for the year ending 1903 was 4,721,291 tons. During the period there were 1,955 arrivals at and 1,981 departures from this port, while for 1929 the total gross tonnage through the port of Ludington was 18,332,959 and entrances and departures 11,900 each.

The management was bent on making the Pere Marquette a great trunk line, making its bid for a part of the immense volume of through freight which formerly had been routed via Chicago. In this endeavor the Company had already achieved notable success, and the Pere Marquette had evidenced its capacity for the furtherance of a great enterprise by adding new boats and new equipment, until today the floating property of the line consists of 9 steel twin screw lake car ferries plying between Detroit and Windsor, Ont., and Port Huron, Mich. and Sarnia, Ont., valued at approximately \$9,000,000.

Considering the nature of the service the small number of disasters suffered by car ferries has been more than remarkable. These boats ply Lake Michigan 365 days per year, generally without regard to weather conditions, and during the entire period of car ferry operation there has been but one occasion when freight has been damaged by water.

Travel By Train Has Become The Safe Way, Records Show

Pere Marquette Completes Another Year Without Death or Injury to Single Passenger

The Pere Marquette Railroad company, which gives to Plymouth direct rail connection in every direction, has just completed another year of operation without death or injury to a single passenger.

Many of the trainmen who operate the fast, roaring passenger fliers along the lines of the Pere Marquette, are residents of Plymouth, and in cooperation with every man employed by this railway system, a determined effort is made to prevent accidents.

Today the greatest danger confronted by railroads is the hazard imposed upon them by automobile drivers. Railway officials having reached almost the point of perfection in the handling of their passengers, are now endeavoring to safeguard the lives of the reckless automobile driver by forcing him to stop at rail crossings before advancing over the rails.

Practically all of the train wrecks of the past two or three years have been due to automobiles driven in front of trains or autos that were stalled on the tracks.

Nothing is as important to the traveling public as Safety. The Railroads own their right-of-way and passenger trains move exclusively on that right-of-way. Highly developed automatic signals and train control and constant supervision by competent Train Dispatchers govern the movement of trains. Only well trained men of good habits are allowed to operate them. Every practical safety device is utilized to render passenger travel safe. A journey, then, by Steam Railroad insures safety to passengers more certainly than any other means of travel.

In view of the exceptional records made during the past sixteen years or more by the Chesapeake & Ohio and the Pere Marquette Railways, the foregoing statement is particularly interesting.

On the Chesapeake & Ohio there has not been a passenger killed or seriously injured in a train accident since 1915 and during that time there was handled a total of 102,431,478 pay passengers, each of whom travelled a distance of approximately 45 miles. This is equivalent to one passenger traveling 4,609,416,510 miles without serious injury in a train accident.

In the period 1917 to 1930, inclusive, the Pere Marquette operated 2,081,805,000 passenger miles without fatal injury to passengers. For the months January to July, inclusive, 1931, the P. M. operated 1,287,858 passenger miles without fatal or serious accident to passengers.

Of course, these figures are too enormous for comprehension. A better recognition of what this means to the traveling public is available when this traveling is reduced to time.

Had the traveling on the C. & O. been done by a single passenger in a succession of continuous trips around the world at the rate of one trip per month, he would have traveled continuously for 15,376 years without serious injury.

This record is not exceptional and is very nearly approached in the average of all Railroads of the country, as brought out as follows:

"Only seven passengers lost their lives in Train Accidents in 1930, which was a decrease of 88%.

"Of the seven passenger fatalities, four resulted from a derailment due to obstruction placed on the track by persons unknown. The fifth fatality resulted from the derailment of a train by an automobile which stalled on the track after having been driven off the highway and across the station grounds. The sixth fatality resulted from a train being derailed due to the expansion of rails caused by the excessive heat last summer. The seventh fatality resulted from one train backing into another.

"For each passenger killed in a train accident, the railroads carried 101,571,000 passengers. This was the best average ever attained by the railroads of the country. The number of passengers injured in train accidents in 1930 was a new low record for any year, 790 having been reported, compared with 4,253 for the year 1920, a decrease of 81%.

"In addition to seven passengers killed in train accidents forty-three were killed in train service accidents. These accidents are almost invariably due to the acts of the passengers themselves, and not to any failure of equipment or of railway employees to safely perform their duties."

With from four boats in the early days to nine car ferries plying Lake Michigan at this time, there have been but two boats lost. "In other words, a single boat operation would cover a period of approximately 400 years, or a loss of one boat every 200 years, and even with this wonderful record the possibility of strandings or other serious damage to boats is being mitigated constantly. The advent of the radio compass or direction finder which, by taking cross bearings, enables a vessel to determine her exact location at all times and to head directly on the port of destination regardless of compass variations or weather conditions, has practically eliminated the danger of strandings or other possible damage to fog, snow and storms, which at one time compelled vessels to wait for hours to pick up the harbor entrance.

The Pere Marquette car ferry service now is known from coast to coast, for not only shippers of freight use it but hundreds of motorists know the water crossing as an enjoyable and speedy short cut from the northwest to the east. Its all-weather dependability and railroad efficiency have made it an important link in the transportation system of that part of the country.



Cooperation Between Plymouth And Pere Marquette Proves of Benefit

(Continued from Page One)

Its Grand Rapids line provides a second route direct from Plymouth to Ludington, where the Pere Marquette's vast ferry system carries loaded freight trains across Lake Michigan to Wisconsin and Northwestern states.

A double track all the way from Plymouth to Detroit carries the tremendous freight and passenger business of the company between these points.

Another main line of the Pere Marquette connects Plymouth directly with Toledo and the gateway to the east and southeast.

Plymouth shippers are able to serve their patrons to the north, west and south without the necessity of having their goods pass through either the Chicago or Detroit terminals.

It has been found that this frequently makes a big saving in time and makes considerably more convenient Pere Marquette freight service.

From the early history of the Pere Marquette development that company has always found the civic and business leaders of Plymouth ready and anxious to cooperate with the company in any plans it had for its expansion and development. Much of the development in Plymouth by the railway company has been due to this friendly feeling for the company on the part of the community.

Plymouth has never believed in "fighting the railroad." Its records show that frequently in the early days the community went out of its way to show its good will to the Pere Marquette.

Evidence of this friendly spirit is found in official village proceedings which tell of an arrangement the village made with the Pere Marquette two or three years after Plymouth had built its water system to provide the engines of the Pere Marquette with water.

The village officials and the men who had built its water system thought it would be a good thing for the community to be able to help the railroad to get water for the trains here and this action resulted in the building of the first water tower to serve the railroad.

But Plymouth's trouble with the development of its water supply resulted soon after in the Pere Marquette putting down its own wells.

However, the friendly action of the village officials and their good will towards the Pere Marquette was manifested in what was done.

The dealings of the company with the village have always been of a friendly nature and there has been little, if any friction.

Possibly this has had much to do with the railroad development of Plymouth, although the excellent location of the community has necessarily played its part in the building of so vast an amount of trackage as exists here.

It can safely be said that no other city the size of Plymouth in Michigan, has eight miles of yard tracks within the corporate limits. This mileage does not include over seven miles of main line tracks that lie within the village.

Plymouth, because of this immense amount of railway trackage, is able to offer more excellent industrial sites than any other community in the Detroit area.

Already this place has some of the outstanding industries of the country, The Daisy Manufacturing company being the world's largest manufacturer of air rifles.

Numerous other excellent factories are located along the lines of the Pere Marquette in Plymouth, and with the excellent spirit of cooperation that prevails between Plymouth and the Pere Marquette, there is not the slightest doubt but the next few years will witness the addition of numerous important and stable industries to the growing factory list of Plymouth.

"Class I Railroads of the United States in 1929 spent \$298,000,000 for the improvement of Safety and protection of employees and the general public, and tentative reports indicate that a slightly larger sum was spent for that purpose in 1930.

Better Job Printing—The Mail Office

Why Plymouth Is Interested

(Continued from page two)

Middletown & Unionville.
New York & Pennsylvania.
Port Huron & Detroit.
Unity.
Kanawha Central.
Winifrede.
Kanawha, Glen Jean & East-ern.

Ludington & Northern.
Euclid.
East Kentucky Southern.
Morehead & North Fork.
Nelson & Albemarle.
Nelson & Albemarle.
Virginia Central.
Buffalo Creek.
Susquehanna & New York.
Williamsport & North Branch.

The merit of the Four system plan proposed is best set forth in the petition itself which says:

"The proposed four-system plan would meet the essential requirements of the interstate commerce act that in the division of railway properties into systems, competition shall be preserved as fully as possible, and that wherever practicable the existing routes and channels of trade and commerce shall be maintained, and that, subject to the foregoing requirements, the several systems shall be so arranged that the cost of transportation as between competitive systems and as related to the values of the properties through which the service is rendered shall be the same, so far as practicable, so that these systems can employ uniform rates in the movement of competitive traffic and under efficient management earn substantially the same rate of return upon the value of their respective railway properties.

"The proposed four-system plan provides for the allocation of all or substantially all the carriers large and small, in Eastern territory, outside of New England. It is a practical plan for effectuating the Congressional purpose and intent in respect of railroad consolidations and the co-operative use of railroad facilities, and contributes to the establishment of an efficient national railway transportation system.

"Each of the proposed four-systems would have adequate main stems between the Atlantic seaboard and the Middle West, and direct routes between important cities and industrial centers.

"Under the proposed four-system plan nearly all of the principal producing consuming and population centers of Eastern territory, excluding New England, would be served by two or more and in many instances by all four systems.

"Each of the proposed four-systems would have access to sources of fuel supply as well as participation to a large extent in the commercial distribution of coal.

"Each of the proposed four-systems would have access to at least two of the five principal Atlantic ports and none of these would be without competitive service.

"Each of the proposed four-systems would have substantial access to the lower Great Lake parts, Ohio River crossings and Lake Michigan ferry routes, and thus participate in the transportation of the large volume of traffic passing through and over them.

"The four systems proposed would have the necessary physical and financial strength to serve the public efficiently and economically and co-ordinate their services with water ways highways, airways and other modern means of transportation.

"In addition to their physical and financial strength the four systems proposed would be well articulated and reasonably balanced with one another and would thus assure a greater amount of actual and effective competition than would be possible with any number of systems in Eastern territory greater than four.

"Probably no single one of the group herein proposed is exactly what those interested in the group would wish it to be. In order to reach a common understanding it has repeatedly been necessary for all of the interests involved to make concessions. It is believed, however, that each of the systems resulting from the suggested grouping will be able to operate more efficiently and serve the public better than the same number of miles operated in a less co-ordinated manner as at present. The applicants accordingly say that they are unable to present any other changes or modifications than those herein proposed. In their judgment the proposed four-system plan is preeminently the best solution of the problem of railroad consolidation in the Eastern territory of the United States, excluding New England, which can be effected."

Under the plan, the principal additions to the New York Central, beside short lines, trackage, and joint ownerships, would be the Lackawanna, the New York, Ontario & Western. The principal additions to the Pennsylvania would be the Toledo, Peoria & Western, the Wabash, and the Detroit, Toledo & Ironton, and its half interest in the Virginian. The principal additions to the Baltimore & Ohio would be the Reading, Jersey Central, Lehigh & Hudson River, Western Maryland, Ann Arbor, Manistique & Lake Superior, Buffalo, Rochester & Pittsburgh, Buffalo & Susquehanna, Chicago & Alton, Chicago.

"The extent of the increase in the use of the telephone for the transmission of train orders is shown by the fact that on January 1, 1920, the miles of road on which the telephone was used totaled 119,554. On the same date the telegraph was being used on 134,667 miles of road.

At last Walt Whitman is safely enshrined in the hall of fame. He enters that airy colonnade 20 years after James Russell Lowell, who once called Whitman a "rowdy."

Lowell's epithet was applied at a dinner in Cambridge, given for a visiting nobleman. The guest mentioned that he had a letter to Whitman from some English noble. "For God Almighty's sake don't deliver it," cried Lowell. "Do you know who Walt Whitman is? He is a rowdy, a New York tough, a loafer, a frequenter of low places, friend of cab drivers."—New Republic.

Showing His Intellect
He wasn't very well read, and did not want the girl he was courting to know, because she was the daughter of a college professor. Every time the conversation turned toward books, he steered it away into another channel.

One day, however, he wasn't so successful, and so he determined to bluff it out.

"Have you read 'Romeo and Juliet'?" she asked.

"I've just finished 'Romeo,' and I'm going to read 'Juliet' next," he replied.

"Take Your Time"
Little Johnny had just got to the age when he could climb upon chairs, tables and high furniture, giving his mother near heart failure. One day she discovered him clinging to the top shelf of the kitchen cabinet, examining its contents. Utterly exasperated, Mrs. S. snatched him down and stood him on the floor with such speed that it nearly took his breath away. Looking calmly up at his mother this three-year-old remarked:

"Take your time, mamma."—Boston Herald.

Use Telephones In Railway Operation
Use of the telephone as a means of regulating the movements of the thousands of steam railway trains of this country is increasing while use of the telegraph is decreasing, the Telegraph and Telephone Section of the American Railway Association reports.

Reports just received from the railroads by that section show that on January 1, 1931, telephones were used for the transmission of train orders over 154,075 miles of road compared with 99,047 miles which continue the use of the telegraph.

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For Results a Want "Ad"

"Historyland" Opened To The Tourists By Pere Marquette

Residents of Plymouth Have Opportunity To Visit America's Sacred Places by Railway

A Tour of Historyland—visits to the battlefields of the Revolution where Colonial soldiers shed blood to build a new and free nation, to burial places sacred to America, to institutions, churches and structures that will forever be shrines to Americans, to the great governmental structures of Washington—a new tour to old and historic places, has been one of the most recent developments of the great Pere Marquette and Chesapeake & Ohio railway companies.

To residents of Plymouth and the thousands of other communities that are served by these two great transportation systems, one of America's most interesting trips can now be enjoyed.

Never before has any transportation company, any tourist organization ever arranged a special trip such as has been developed by the Pere Marquette, to places dear to the hearts of every American.

An article that appeared in a recent issue of the Pere Marquette Magazine, one of the best publications issued by any railway company in the United States, tells of this special tour of Historyland in a most fascinating way.

"A new interest in the birthplace of the Nation was kindled this summer in the minds of thousands of Americans as a result of the Historyland Tours," says the P. M. Magazine.

"In retrospect it is seen that these all-expense vacation trips to Historyland were of the highest value to the Chesapeake and Ohio and the Pere Marquette. They accomplished many things.

"For the first time, the Tour enabled persons from the Mid-West to make an all-expense trip to Virginia—the shrine of American history. In addition to the many who took the trip, interest was awakened in thousands of others.

"Nearly one hundred thousand copies of the book "Historyland Bids You Welcome" were placed in the hands of people who were interested enough either to write or call at ticket offices and request copies. Of this number, many said they hoped to be able to make the trip next summer, when the tours again will be operated.

"Further, the trip to Historyland gave people a new idea of the exceptionally fine facilities that the Chesapeake & Ohio has to offer its patrons. Not one complaint was received from any of those making the trip. Instead, almost without exception, the Historylanders took occasion either to express personally to Edgar R. Spain, who conducted the tourist parties, or write to the Passenger Department their appreciation of the splendid accommodations provided. The Chesapeake & Ohio dining car service was highly praised. The smooth way in which the trains were handled was also commented upon. The courtesy and attention of the employe family drew higher praise than anything else.

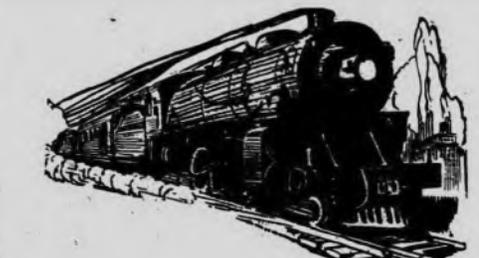
"Many of the tourists remarked that there was a home-like atmosphere on the trains and that they felt that the railroad had created a wonderful spirit for the trip to Virginia by starting them on their journey with real Southern hospitality.

"The comment frequently heard was that the biggest drawback to the whole trip was the fact that it could not have lasted a month instead of only seven days. Several tourists said they were seriously considering making the trip again next summer, because they had never enjoyed a vacation so much.

"The Historyland Tour was mapped out with a view of showing the tourist a cross-section of the many interesting and historic points in Virginia. Naturally it was impossible in seven days to show them all of a state in which so much has happened. The tour included Monticello, the home of Thomas Jefferson; it then led to Washington, the capital of the Nation, with its almost boundless attractions; next there was a boat trip down the historic Potomac River, passing Mount Vernon and on down Chesapeake Bay to Norfolk; then a day at the Virginia seashore; next visits to Jamestown, Williamsburg, and Yorktown; then a trip to Old Point Comfort and an opportunity to look over old Fortress Monroe with its broad moat reminiscent of feudal days; and a chance to go aboard a big battleship or one of the new ten thousand ton cruisers.

"The trip home was a daylight ride through Virginia. From the train window one could look out on a landscape where in years gone by many actors had played conspicuous roles in American history. One could see the place where the wigwams of the Powhatan tribe once were pitched. There, years ago Chief Powhatan received the early English settlers. There it was that the beautiful Indian maiden Pocahontas saved the life of Captain John Smith.

"Later this same landscape was the battleground over which surged the British Redcoats and the ragged Continentals under Washington and Lafayette. Still later in history this same landscape was the battleground for four years of the armies of the North and the South. It was almost along the route of the Chesapeake & Ohio Railway that McClelland in 1862 sought to capture Richmond, Capital of the Confederacy, by a sudden dash from Fortress Monroe. The way home also took the traveler through the very heart of the region where Grant slowly but surely battered Lee's Army of Northern Virginia back upon Richmond for the last stand of the Confederacy.



"From the train window one can see as many as three historical markers at certain points. One marker tells of the battles with the Indians, another of the Revolutionary battles, and the third of Civil War engagements. Truly, the traveler goes through the heart of Historyland.

"Many of the tourists said that same day they hoped to return to visit again its many points of interest. They said that they were going to tell their friends about the wonderful trip, and quite a few told Mr. Spain that if he ever wanted references on the trip that they would be only too glad to give them.

"A summing up of the benefits of the Historyland Tour recently was made by George Coombs, Assistant General Passenger Agent at Cincinnati, in an address before the Public Relations Conference at White Sulphur Springs, West Virginia. He spoke as follows:

"America is young, hardworking, and generally without a leisure class. Until recently it was entirely too busy developing its resources, and creating wealth to think or feel sentimentally and historically. The aftermath of the great war—however, was a period of stupendous development and still greater riches with the result that our people are now more readily interested in the things that are beautiful and sentimental.

"The result was the Historyland campaign which started in May. It was of considerable magnitude and masterly conceived. The publicity and advertising were so unusual, interesting, and of such a class that I think we can safely say the Chesapeake & Ohio had the best advertising campaign in the middle west during 1931.

"The campaign quickly gained momentum, and during the month of June the Cincinnati office alone handled approximately 22,000 pieces of U. S. Mail besides soliciting personally many hundred prospective patrons.

"The campaign pepped up our organization, as many employes used their spare time in bringing the tours to the attention of their friends, neighbors, and fellow townsmen. The commissions derived from hotels, sightseeing companies, and other concerns supplying service to the tours were gladly given the employes as compensation for their efforts. This added compensation increased the interest and caused rivalry among the employes to see who could sell the greatest number of tickets.

"The Historyland effort gave us added prestige, needed publicity, and served to firmly and further establish our railroad as one of the great national east and west-bound passenger carriers."

PHONE US THE NEWS. Phone 6

THE SECRET

As this woman explains it, of making such good things to eat is due in great part to the use of FARMINGTON FLOUR. Get a box and try it for yourself. You will be surprised at the results you can obtain.

FARMINGTON MILLS

A Gift

which will protect Mother and Dad—**TELEPHONE SERVICE**

Have a telephone installed for Father and Mother, as a Christmas gift this year.

Or, if they have telephone service, a bedside Extension Telephone would be an appreciated gift. The cost is low.

Telephone service is invaluable in case of fire, accident or sudden sickness. It is a comfort and convenience at all times.

For further information, or to place an order, call the Telephone Business Office. Installation will be made at any time you specify.

An Extension Telephone costs less than 3 cents a day. The regular service connection charge will apply.

MICHIGAN BELL TELEPHONE CO.

PHONE IN THE NEWS. Thank You

Have Your Plane Licensed Before You Fly



ORDERS have been issued by the Department of Commerce that no one shall be permitted to operate an airplane unless the plane has been licensed by that department. In this way it is hoped the number of accidents may be greatly decreased. The officials of various states are doing their best to enforce this ruling. Our photograph shows Lieut. T. M. Hughes of the New York state police who is stationed at Roosevelt field to warn pilots against flying unlicensed planes. About November 1 he will begin making arrests, and the penalty is \$100 fine or 90 days in jail.

Grief Over Death of Wife Suicide Cause

Grief over the death of his wife who died last July was blamed Saturday for the suicide of Joseph E. Hugg, 61 years old, president of a coal and ice company of Detroit. Mr. Hugg ended his life late Friday night at his summer home at Island Lake, near Brighton.

A hose from the exhaust of his automobile led into a shed in which Mr. Hugg had shot himself. A note referred to his sorrow of recent months, during which he spent most of his time at the cottage alone except for a pet dog.

A niece arrived at the place shortly before midnight, saw the automobile and hose and summoned deputies. Mr. Hugg's Detroit address was 1059 Military Ave.

New Hudson Man Shot By Hunter

While hunting in woods north of Seney, in the Upper Peninsula, Charles Keddle, of New Hudson, was shot in the abdomen. Several hunters were after one buck and Keddle got in the line of fire. He was taken to a local hospital last Sunday afternoon and was operated on to remove the bullet. He died Monday from the wound.

There were 457,396,225 feet of pine lumber cut on the Saginaw River during the year 1868.

We're at WAR RIGHT HERE!

Let's stop this terrible slaughter which is going on—RIGHT HERE—on the streets and highways of this country.

We're in a WAR... a war against recklessness and carelessness that killed 32,500 people last year and injured over 900,000 more.

Are you on the side of safety? If you are, come here to Silvertown Safety League Headquarters and sign up—lend your support to this national movement to reduce this ghastly toll of Death—to make the highways safe for you and your family.

Adopt the rules of the Silvertown Safety League Pledge as your own driving rules. These nine, common-sense rules were devel-

This chromium emblem of the League is on hundreds of thousands of cars. Get yours here.



oped by the drivers of the famous Silver Fleet who have covered over FIVE MILLION MILES WITHOUT INJURY TO A SINGLE PERSON. The pledge has proved its ability to prevent accidents. Dozens are coming in and joining every day. Won't you come in, too? There is no cost. We will install a handsome chromium emblem on your car to show where you stand in this WAR against death-dealing recklessness.

MY PLEDGE AS A MEMBER THE SILVERTOWN SAFETY LEAGUE

- To drive at speeds in keeping with the safety of others as well as myself.
- To keep on the right side of the road, except when passing.
- To pass only when I know there are ample time and space—never on blind curves or when nearing the crest of a hill.
- To go through intersections only when I have the right of way.
- To observe all traffic signals.
- To give signals myself that can be clearly seen and understood, before turning or stopping in traffic.
- To drive only when in full possession of my faculties.
- To keep my brakes, lights, and horn in good condition.
- To operate my car on tires which assure a positive grip on the road—safe traction—and freedom from hazardous tire failures.

Silvertowns with Air Containers taking the place of old-fashioned inner tubes are the safest tire combination ever offered.

We make a generous trade-in allowance for your old, doubtful tires—ride on safety-tested Silvertowns!

Goodrich Silvertowns

G. M. Radio - Frigidaire - Buick
PLYMOUTH BUICK SALES CO.
640 Starkweather Phone 263

Graphic Outlines of History By Schrader Bros.



JAMES OGLETHORPE
General James Oglethorpe founded the Georgia Colony in 1733. Georgia was the last of the thirteen states and the farthest south.

Those whom we are called upon to serve appreciate the ethical manner employed.

Schrader Bros.
Funeral Directors
PHONE-781 W PLYMOUTH, MICH.
Courteous Ambulance Service

SPECIALS Nov. 27 and 28

3 lb. Pkg. Cooking Figs
39c

1 lb. Spring Hill Coffee
25c

10 Bars Fels Naptha Soap
50c

Large Package Rinso
22c

5 lbs. Rolled Avena Oats
19c

1 lb. box English Style Cookies
33c

William T. Pettingill
Telephone 40

The Menace of the Jaywalker



No, it wasn't the driver's fault. The fellow he hit was one of the species of jaywalkers—the sort of menace who regards himself as a one-man parade. But the pity of it is that the driver, having no liability insurance, stands the risk of losing several thousands of dollars if the jaywalker wins his case—and you know juries!
The only thing is to protect yourself in advance by adequate Liability Insurance.



CHARLES H. GARLETT

PENNIMAN-ALLEN BLDG.
Phone No. 3 Plymouth, Mich

THEATRE COURT BODYSERVICE
Auto Painting—Fender Repair—Collision Service
Car Washing—High Pressure System
PHONE 332 **95c**

Local News

Mr. and Mrs. Charles O. Ball spent Monday and Tuesday in Chicago, on business.

Mr. and Mrs. George M. Chute attended a party in Detroit, Tuesday evening.

Mr. and Mrs. George M. Chute and family were dinner guests of Detroit friends Thanksgiving Day.

Mrs. Ed. Lundall of Saginaw is spending a few days with Mrs. Charles Holmes on Kellogg street.

Mr. and Mrs. Ed. Glide attended the funeral of his uncle at Grand Rapids, Saturday afternoon.

Mr. and Mrs. James Dunn were guests of her parents at Lansing, for Thanksgiving Day.

Mr. and Mrs. Orr Passage entertained a company of fifteen at Thanksgiving Day dinner at their home on Maple avenue.

Mr. and Mrs. Olive Stiff of White Lake, and Mr. and Mrs. Frank Baldwin of Northville, visited at the home of Mr. and Mrs. Frank Dunn Sunday on North Territorial Road.

Mr. and Mrs. E. K. Bennett entertained at a family dinner Thanksgiving Day, having eighteen guests.

Mr. and Mrs. Ed Bolton, Mrs. Edith Blake and Mrs. Louise Erlington of the Training School, spent Sunday with Mr. and Mrs. Bert Natta of Lake St. Clair.

Mr. and Mrs. Glenn Renwick have moved from Blunk avenue to the corner of Main and Starkweather avenue.

Mrs. John Reddaway returned to her home in Detroit, Saturday, after spending the past week at the home of her sister, Mrs. E. J. Dreyer.

Mr. and Mrs. John Gaston and son, Phillip, of Detroit, spent Sunday with Mr. and Mrs. Charles Holmes at their home on Kellogg street.

Miss Margaret Lorenz of Detroit was the guest of Mr. and Mrs. Ralph Lorenz, Sunday, at their home on Sheridan avenue.

Mr. and Mrs. Ralph Lorenz and sons, Robert and Douglas, attended the wedding of her brother, William Wirtz, and Mrs. Daisy Robert, in Detroit, Thursday evening.

Miss Marion Beyer visited in Ann Arbor, over the weekend and attended the Minnesota Home Coming game.

Miss Cordula Strasen entertained the Monday evening bridge club at the home of her sister, Mrs. Edward Drews, on North Harvey street.

Miss Iris Chapter, who is dancing at the Fox theatre, Detroit, this week, visited at the home of her cousin, Mrs. O. F. Beyer, Sunday.

Mrs. Emma Johnson of Northville, spent Thanksgiving Day at the home of her son and daughter-in-law, Mr. and Mrs. Lawrence Johnson on Penniman avenue.

Mrs. Charles Schen of Detroit, was the guest of her sister, Mrs. William P. Wernett last Thursday, at her home on the Novi road.

Mrs. Kunt Anderson entertained the Pongkeeno Sewing Club last Thursday. Those present were Mrs. Edith Eklund, Mrs. Ruth Blomberg, Mrs. DuBols, mother of Mrs. Blomberg, Mrs. Alma Carlson and Miss Leola Sackett.

Mr. and Mrs. George M. Chute attended the Minnesota-Michigan football game at Ann Arbor, Saturday, and were dinner guests of friends in that city that evening.

The Plus Ultra "500" club had a most enjoyable meeting last Thursday afternoon at the home of Mrs. Sidney Finn on Ann street. First honors were won by Mrs. Russell Bingley; second by Mrs. Ray Corvill and third by Mrs. Norris. Mrs. Edna Wickstrom will be the next hostess at her home on Amelia St.

Mrs. E. D. Schrader, daughter, Evelyn, and son, Edwin, visited her son-in-law and daughter, Mr. and Mrs. I. M. Present, at Dixon, Ill., a part of last week. Mrs. Prescott accompanied Mrs. Schrader and Evelyn home for a visit, while Edwin remained and accompanied Mr. Present later, who came for Thanksgiving Day.

Mrs. Albert Drews and children and Miss Marguerite Wood of this place, and Mr. and Mrs. Fred Foreman, Mr. and Mrs. Ralph Foreman and family and William Foreman of Northville, were dinner guests Sunday, of their cousin, George Lavender and family in Ann Arbor.

Mrs. Chris DePorter and son, Edward, and Mrs. Theodore LeSarge of this place, and the former's daughter-in-law, Mrs. Donald Walker of Flint, left Wednesday, for Norfolk, Va., where they will visit friends for several days.

Mr. and Mrs. U. D. Crowe and daughter, Eloise, and Mrs. Hattie Crowe of Sturgis, were Thanksgiving Day guests of the latter's son and daughter-in-law, Mr. and Mrs. Roy Crowe, at their home on Sheridan avenue, Elm Heights.

There will be a regular meeting of Plymouth Chapter No. 115, O. E. S., on Tuesday, Dec. 1, at 7:30 p. m.

Dr. and Mrs. Paul Butz spent Thanksgiving in Angola, Ind., with Butz's parents.

Prof. and Mrs. Milton Thompson spent Thanksgiving in Grand Rapids, as the guests of Mr. Thompson's parents.

Howard Bowring, who has been on a hunting trip up north, has returned home bringing a six-point buck with him.

Mr. and Mrs. Oliver Herrick, Mr. and Mrs. Howard Bowring and son, Lee, visited at the home of Mr. and Mrs. Joseph MacIntosh in Owosso, over the week-end.

Mr. and Mrs. George H. Robinson were guests Sunday of Mr. and Mrs. Robert W. Venable at Oxford.

Mrs. Gussie Pruitt of Northville, spent last week-end with Mr. and Mrs. Maurice Evans.

Mr. and Mrs. Stanley Chambers of Charceville, spent last week Tuesday evening with Mr. and Mrs. C. V. Chambers.

Mr. and Mrs. Harry Wiseman entertained relatives from Detroit, on Sunday.

Russell Robinson and Mrs. George H. Robinson attended an exhibition of advertising art at the Seaboard Club in Detroit, Friday afternoon.

Mr. and Mrs. C. V. Chambers were Sunday guests of the latter's brother and wife in Detroit.

Mr. and Mrs. Perry Hix had as guests for Thanksgiving, Mr. and Mrs. Harry Cook and Mrs. Cook, Sr., of Detroit.

Dr. William H. Lawry of Northwalk hospital, California, is visiting his mother and sister, Mrs. Jesse Jewell and Mrs. Elmer Barlow.

Mr. and Mrs. T. G. Burks and children of Detroit, visited at the home of Mr. and Mrs. Harry Barnes on Ann street, Sunday.

Mr. and Mrs. Johansen have moved to Plymouth from Detroit, and reside on Amelia street.

The Tuesday evening bridge club had a most delightful meeting this week at the home of Mr. and Mrs. Wynann Bartlett on Blunk avenue.

Mr. and Mrs. William P. Wernett and son, William Frederick, attended a family gathering Thanksgiving Day, at the home of her parents, Mr. and Mrs. Herman Fritz, in Detroit.

Mr. and Mrs. Charles Wilson and children, Thelma, Ira, and Charles Junior, are leaving for Tennessee, for a few days' trip.

The Ladies' Aid of the Lutheran church held their annual meeting in the basement of the church last Thursday. Following reports of the various committees the old officers were re-installed.

Harold Underwood returned to Plymouth Saturday from a hunting trip at Turtle Lake, but returned to the lake on Thursday in the hopes of having better luck.

Mr. and Mrs. Charles Brewer of Wayne, and Mrs. Sarah Shannon of Detroit, were guests of Mr. and Mrs. Orr Passage, Saturday evening. Mrs. Shannon remained over Sunday.

Mr. and Mrs. J. P. Renwick, Mr. and Mrs. Harvey Springer and daughter, and Mr. and Mrs. Glenn Renwick and baby were Thanksgiving Day guests of the former's son-in-law and daughter, Mr. and Mrs. Fred Hines in Detroit.

Mr. and Mrs. Frank Westfall and Mrs. Charles Wilson and children, Thelma, Ira, Charles, Jr., Mr. and Mrs. Herman Fritz, in Detroit.

Two Eminent Marine Corps Members



SERGEANT JIGGS, mascot and sergeant by brevet of the United States marine corps, casts a wary eye on Lieut. Col. John J. Dooley, distinguished marine corps marksmen, at the National Rifle and Pistol matches, Camp Perry, Ohio. Both are honor veterans.

Mr. and Mrs. George Wolfrom delightfully entertained the Monday evening "500" club at their home on the McKinley road, this week.

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Permanent Wave SPECIAL

Beginning December 1st

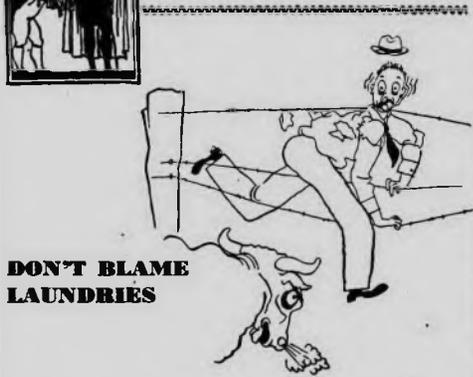
Genuine Gabrieleen Permanent WAVES \$5.00

This is a revitalizing wave and if your hair has become a problem, try it. I wave on all textures also dyed or bleached hair.

Steinhurst Beauty Shoppe
Phone 18



SHIRT HEADQUARTERS



DON'T BLAME LAUNDRIES

FOR every shirt that is ruined by such an accident, there are thousands that shrink themselves into total uselessness. Don't blame laundries. Buy Arrow Shirts. They're Arrow Sanforized-Shrunk and guaranteed for permanent fit. If they shrink out of fit, you get your money back. The new Arrow Sanforized-Shrinking process makes them fit well forever. And this guarantee comes plus Arrow style, as in Arrow \$2.50 Gordon, a smart new Oxford shirt . . . at

BLUNK BROTHERS

THE L. L. BALL STUDIO
233 So. Main St.
Phone 72 Plymouth, Mich

made by the Ball Studio will please your friends and relatives more than any gift you give them at Christmas Time. Remember, a dozen Photographs solve 12 gift problems and is the most economical way of Christmas Shopping. Arrange for a sitting now. "Good Photographs are not made while you wait."

Did your Postman Bring You A Christmas Club Check

Just at Christmas time, when you need extra money so badly, what a joy it is to receive a check from the Christmas Club.

Why not join our Christmas Club now? It is so easy to put aside a small sum weekly, and such a satisfaction to know that at holiday time you can enjoy the festivities without worrying about troublesome bills. We'll be glad to tell you all about the Christmas Club. Come in today.

A Club for Every Purse

You can join with a Deposit of 1c, 2c, 5c, 10c, 25c, 50c, \$1.00, \$2.00, \$5.00, \$10.00 or \$20.00.

We also have a Club we call the Vacation Club or Tax Club, in which you can deposit any amount. 3% is paid on all club deposits if payments are made regularly or in advance.

The First National Bank

Plymouth, Michigan

"Member of The Federal Reserve System"

MORGE ELECTRIC REFRIGERATOR WITH ROLLATOR



It's so simple

ONLY 3

MOVING PARTS



It would be hard to imagine a cooling mechanism simpler than the Rollator—the stout heart of the Norge Electric Refrigerator.

A roller rolls—and there's ice! That's the whole story of Norge operation. But simplicity of operation is only one of the reasons why so many thousands select Norge.

You too will like the many improvements and refinements you'll find in the Norge. That's why we say, by all means see the Norge before you buy.

The Norge is manufactured by Norge Corporation, Detroit, a Division of Borg-Warner, one of the world's largest makers of automotive parts, including free wheeling.

The Watervoir shown in the model illustrated in this advertisement is extra equipment.

NORGE WITH ROLLATOR

J. C. RUTHERFORD

PLYMOUTH USED CAR SALES

Phone 550 PLYMOUTH, MICHIGAN

NEW SERVICE BY PHONE CO.

Teletypewriter System Now Available For Use Of Patrons

A new communication service has been made available by the Michigan Bell Telephone Company, the American Telephone and Telegraph Company and the other Associated Companies in the Bell System.

This new service which is announced by Ruth Foraker, president of the Michigan Bell Company, consists in the establishment and operation of central switching exchanges for teletypewriters.

The present teletypewriter service of the Bell System is furnished only in connection with private wires which are not connected to central switching points.

S. M. Weld and Company and was put in service on December 9, 1927. As the long distance circuits were extended the private wire service grew rapidly among those having need for constant communication with distant branches of correspondents such as banks, brokers, or press associations.

NEWBURG

Rev. Frank Purdy gave a fine patriotic Thanksgiving sermon Sunday. There were 81 present in Sunday-school.

A large group of young people, as well as a number of older folks attended the Epworth League Sunday evening to greet the new district superintendent, Dr. J. A. Halmburger of Ypsilanti.

The reports of the first quarterly conference were then given from Ferrisville and Newburg. They were exceptionally good, especially from Sunday-school, the Epworth League and Queen Esther Girls.

The L. A. S. will hold their regular meeting December 2nd, at the home of Mrs. Jesse Thomas.

Mr. and Mrs. Lewis Schoder of Cass Lake, called on their uncle and aunt, Mr. and Mrs. Wm. Smith last Thursday. They are to leave for St. Petersburg, Florida the first of December.

Mr. and Mrs. Harmon Smith of Plymouth, called on Mrs. C. E. Ryder last Thursday afternoon. Another old landmark has gone, that of the old Pickett house, has been torn down. Two new houses are to be built there soon.

Roy Schmidt is quite elated over the fact of having shot a bear on his hunting trip in the north.

The play given under the auspices of the Epworth League next week Thursday and Friday evenings, Dec. 3rd and 4th is advertised elsewhere in the Mail.

Mr. and Mrs. James McNabb were Sunday dinner guests of Mr. and Mrs. James Joy at New Hudson.

Motvin Guthrie attended the California-Notre Dame football game last Saturday.

Mrs. Emma Root and son, Albert, of Canton Center road, called on Mrs. George Halm, Sunday.

Mrs. Jesse Thomas and son, Milo, and Miss Helen Carr and Mrs. Robert Schmittling attended the funeral of John Hill last Monday, in Detroit.

Mrs. Jesse Thomas and daughter, Mrs. Robert Schmittling, visited Mrs. Peeler in Detroit, Monday.

Beautiful flowers are being picked out of the gardens here. Florida hasn't anything on Michigan so far.

New Books At The Plymouth Library

The following books have been added to the Plymouth Library during the past few days:

JULIAN, by Ertz. With contemporary ardor, the author tells the story of Julian Prebert, the studious but natured son of an English scientist, much in love with a delightfully genuine girl of cultured parentage.

SONS OF MRS. AAR, by Millin. Slowly, bitterly, with wounding irony, Mrs. Millin unfolds the story of Gliden's life. The book has the stubborn psychological irrefutability of some of the Russian novels.

DAWN, by Dreiser. "Dawn tells of his childhood and youth, and a later book, 'A look about myself' of his blazing trails in the journalistic life. Mr. Theodore Dreiser is at present possibly the most significant literary figure in the United States. His style often leaves much to be desired, but as to his power

of presentation and the fund of deep thought in his books there can be no question. There is nothing so elemental in the writings of any other American writer of the moment. Both books mentioned above are extraordinarily interesting, human records, and are indeed social documents of some value.

EDGAR ALLAN POE, by Krutch. "Mr. Krutch has written a brilliantly illuminating study of Poe. The book marks the definite arrival of a fresh and candid mind, with

modern psychological equipment, lively curiosity, critical objectivity and singularly lucid, persuasive exposition. Furthermore (which is not always true of brilliant books), this study is thoroughly stimulating with regard to its subject. So far as I am concerned, it has had the effect of raising Poe from the dead."

MUSTAPHA KEMAL OF TURKEY, by Wortham. "The author, formerly a newspaper editor in Egypt, writes with mischievous wit about Kemal Pasha, but provides

an honest narrative and urbane appraisal of the man's astonishing achievements. The book is not only an entertaining portrait of a great iconoclast, such as biography welcomes, but also a useful footnote to the study of dictatorships."

MAIL LINERS FOR RESULTS

Positive Proof of FORD ECONOMY

City of Detroit purchases 137 new Ford cars. Hundreds now in use prove low cost of operation

THESE 137 new Ford cars represent one of the largest deliveries ever made to a municipality at one time. 21 radio-equipped Ford scout cars were traded in on this purchase.

Their individual records ranged from 78,434 miles to 143,723 miles with a grand total of 2,283,097 miles. The operating cost of the 21 cars was 2.284 cents a mile—less than 2 1/3 cents.

Of 577 Ford cars in Detroit City service, the 300 in the Police Department traveled a total of 6,591,937 miles during the past fiscal year, at an average cost of 2.9 cents a mile.

Many claims have been made on operating costs, but here in the carefully kept motor car records of the City of Detroit is positive proof of Ford economy.

In the paragraphs above, it is seen that 21 Ford scout cars averaged less than 2 1/3

cents a mile and 300 Ford cars in all branches of Detroit police work averaged 2.9 cents a mile!

Day and night, twenty-four hours a day, these Ford cars are in operation. Few branches of transportation demand such gruelling service. The records show that low fuel and oil consumption is but one of the Ford's many economies.

The individual car buyer as well as the purchasing department of a city or a business cannot afford to ignore the proved economy of the Ford car.

FIFTEEN DIFFERENT BODY TYPES \$430 to \$640

(F. O. B. Detroit, plus freight and delivery. Bumpers and spare tire extra at low cost. Economical time payments through the Authorized Ford Finance Plans of the Universal Credit Co.)



PLYMOUTH SAVINGS and LOAN ASSOCIATION

5%

Now Is The Time To Build -- We Will Help You

The Building and Loan Association That Invests in Plymouth 200 So. Main St. Phone 455 W



Announcing The Opening of Our 1932 Christmas Club ITS IMPORTANCE TO YOUR FAMILY AND EMPLOYEES SPREADING CHRISTMAS CHEER

Did you get a Christmas Club Check this year—just at the time it came in handiest? Our Christmas Club members this year insured added joy for the year's greatest day—by preparing in advance.

If you were not a member of this year's club—look ahead to next Christmas and join the 1932 Christmas Club

How much do you want for next Christmas? One

hundred dollars— or \$50 or \$25—or perhaps \$250? You can have it—through this modern plan.

Twenty-five cents a week dues will give you \$12.50 next December. Fifty cents a week means \$25.00. One dollar a week will provide \$50, and \$5 a week will bring a check for \$250 in fifty weeks. Plus interest.

You are invited to join now. No fees and no fines. Just pick the class, there is one to suit you.

Table with columns for 'INCREASING CLASSES', 'EVEN AMOUNT CLASSES', and 'DECREASING CLASS'. It lists various savings plans with weekly deposits and total amounts over 50 weeks.

PLYMOUTH UNITED SAVINGS BANK

We Pay Interest On Christmas Club Savings Main Bank, 330 Main St. Branch Office, corner Starkweather Ave., and Liberty Street.

**Appropriate
Funeral Tributes
Artistically
Designed**

**Rose-Bud
Flower Shop**
Bonded Member F. T. D.

Phones: Store 523
Greenhouse 240M



Every concrete block we sell is carefully selected for perfection in every detail. We endeavor to serve the builder in every way. We manufacture only the best.

"Built To Last"

Mark Joy
Concrete Blocks
Plymouth, Mich.
Phone 657J

**Directory of
Fraternities**

Plymouth Rock Lodge, No. 47 F. & A. M.
Plymouth, Mich.
Friday Evening, Dec. 4th—Annual Meeting
VISITING MASONS WELCOME
OSCAR E. ALSBRO, W. M.
KARL W. HILLMER, Sec'y.

Beals Post No. 32
Meeting Friday, Nov. 20, 8 p. m.,
Commander Harry D. Barber
Adjutant, Harold Jolliffe

CLUB OF PLYMOUTH
Arno B. Thompson
F. G. Eckles, Sec'y.

Ottawa Tribe No. 7
Regular Meetings
Beyer's Hall, Wed-
nesday Evenings, at
7:30 p. m.
LORON HEWITT
Sachem
H. A. GOEBEL,
Keeper of Records

TONQUISH LODGE NO. 32
I. O. O. F.
Tuesday, Nov. 24th—Second Nom-
inations. Also special party.
ARCHIE H. COLLINS, N. G.
FRED WAGENSCHUTZ, Fin. Sec.

Knight of Pythias
"The Friendly Fraternity"

Reg. Convention
Thursday 8:00 P. M.
All Pythians Welcome
GLENN DAVIS, C. C.
CHAS. THORNE,
K. E. A. S.

—NOW SHOWING—
Full Line of
CHRISTMAS CARDS
See Them At
The Plymouth Mail Office

**ROSEDALE
GARDENS**

Rather Be Right—than President, send someone were present to study in ye golden rule days, but last Sat. nite many would like to have been one of two presidents, namely, to wit: President Robert C. Porteous, R. P. T. A., or President Anna Eggleston, St. M. A. S., as both these presidents were right there with carrying home the prizes from the Parish Hall Dance.

Miss Norma Schaffer says it was Her Orchestra that kept the young folks away from home and mother 'till midnight, it was the good time they were having at la dance, and besides that it was quietly noted that there happened to be forty some odd mothers at the dance as well as boys and girls.

The dance will be continued again next Saturday nite at eight 'till Home Sweet Home at Midnight, no mistake at the head of the hall keeps fairly accurate time.

Ladies Brown, Culler, Eggleston, Burger again refreshed the crowd with luncheon (buffet) a la hot dogs, hot cafe au lait, and seven kinds of pop from Northville Springs. The bow wows nestling in Consta Burke's arms must have been good, as the Observer overheard one of our local heavyweights remark, "If my dogs were as good as these I could dance all nite on this wonderful floor." So that's that, come over nex Sat. nite.

First Baptism
in the St. Michael's church was last Sunday, the 22d instant. Infant Barbara May Goodhold received the Sacrament of Baptism through the Pastor Rev. Fr. John E. Conway.

The God Mother was Mrs. Elwyn S. Hoss, and the God Father, Edward F. Delahanty.

Mr. and Mrs. Edward E. Goodhold accompanied their daughter and her sponsors. Editor's Note: The baby "looks like" her daddy.

Florida
is to be the winter domicile of the Robert Rech's this coming winter. Where Mr. Rech will be engaged in business whilst wife and kiddies sport on the beach in warm sunshine, thinking probably of how cold it might be in Rosedale, and probably will be, though 'tis a known fact that some vicinities come back last Spring nearly froze to death as they had no way of heating the homes there as comfortably as here. So 'tis not all sunshine and flowers.

Accidents
due to the Ann Arbor Foot Ball Season Rush are over for this year. One man is dead, instantly killed, and six others seriously injured in the rush to last game of the Official Schedule.

Accident happened just east of us on U.S. 32, by the Holman Farm House.

It is true that there has been fewer accidents, horseabouts, since the road was widened, this in spite of no speed limit, still it is to be regretted that there were any at all, especially when dead and injured are counted afterwards.

Welcome
to the community are Mr. and Mrs. Arthur B. Holland and Mr. and

Mrs. William J. Elkington, who have leased home of Rech's at 11324 Blackburn Avenue.

Reading
of good books is again "the thing" in season.

Miss Adele M. Warner has again brought us a Wayne County Library Flivver full of some new books of varied assortment, so these stormy or dreary nites preceding the festive season one may fire-side and pursue the villain or what not with a book.

Part Time Again
Instead of idleness is the lot of several model double "A" (or whatever you call the "new" model) workers. So they are at least happy with that thought of half or one-third time work.

"Eventually, why not now?" was one high advertising slogan. Ought to evade his copyright, if everybody would no one would complain.

Even the gum 'shoe and umbrella emporiums have had some little business lately.

Thanksgiving Day
was celebrated by all Gardenites by going to church in the morning and quietly entertaining maybe a few at the festive board at own fire-sides.

Eight o'clock Mass by Father Conway started the Day early in St. Michael's Church.

Choir rehearsal Thursday morn was also a joyful occasion.

Habit
One of the commercial bowling leagues was playing off a tie in Pasadena and the score of the odd game was even when the last man of the team representing an automobile firm stepped up to the line. It was the crucial moment, and the team captain, unable to control himself, shouted:

"Come on now, John! Only one more installment and the game is ours!"—Los Angeles Times.

LEGAL NOTICES

NOTICE OF REGISTERED BRAND OR STAMP

NOTICE is hereby given that the Newburg Dairy Creamery, a organized and doing business under the laws of the State of Michigan, and having its principal place of business at His Rd., Plymouth, R. F. D., County of Wayne, State of Michigan, is engaged in the distribution and sale of milk and cream and is using in the sale and delivery of same, bottles, cans, boxes and other containers, and that it has branded, stamped, engraved, impressed or otherwise produced upon its said bottles, cans, boxes, and other containers, the following names and devices: "Newburg Dairy, His Road, Plymouth, Mich." "A-lor" in Circle on Bottles.

Registered.
Name of Creamery, "Newburg Dairy."
Address, 8419 His Rd., Plymouth by Joseph E. Zlotasko, 213c

PROBATE NOTICE
No. 174820
STATE OF MICHIGAN, County of Wayne, ss.

At a session of the Probate Court for said County of Wayne, held at the Probate Court Room in the City of Detroit, on the tenth day of November in the year one thousand nine hundred thirty-one.

And it is further ordered that a copy of this order be published three successive weeks previous to said time of hearing in the Plymouth Mail, a newspaper printed and circulating in said County of Wayne.

ERVIN R. PALMER,
Judge of Probate.
Theodore J. Brown,
Deputy Probate Register. 1 3c

PROBATE NOTICE
No. 174410
STATE OF MICHIGAN, County of Wayne, ss.

At a session of the Probate Court for said County of Wayne, held at the Probate Court Room in the City of Detroit, on the tenth day of November in the year one thousand nine hundred thirty-one.

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Judge of Probate.
Theodore J. Brown,
Deputy Probate Register. 1 3c



**Doors and
Windows**

Much in comfort and convenience can be lost from a home through the doors and windows. For they take the brunt of the day's activity. They must be strong and solid. You'll find that kind of materials when you use our building services.

Towle and Roe
Phone 385 Plymouth, Mich.

hundred thirty-one.

Present Ervin R. Palmer, Judge of Probate.

In the matter of the estate of JOHN C. PETERHANS, Deceased.

On reading and filing the petition of Anna Peterhans praying that administration of said estate be granted to herself or some other suitable person.

It is ordered that the eighteenth day of December, next at ten o'clock in the forenoon at said court room be appointed for hearing said petition.

And it is further ordered that a copy of this order be published three successive weeks previous to said time of hearing in the Plymouth Mail, a newspaper printed and circulating in said County of Wayne.

ERVIN R. PALMER,
Judge of Probate.
Theodore J. Brown,
Deputy Probate Register. 1 3c

PROBATE NOTICE
No. 174821
STATE OF MICHIGAN, County of Wayne, ss.

At a session of the Probate Court for said County of Wayne, held at the Probate Court Room in the City of Detroit, on the tenth day of November in the year one thousand nine hundred thirty-one.

Present Ervin R. Palmer, Judge of Probate.

In the matter of the estate of BESTER A. PETERHANS, Deceased.

On reading and filing the petition of Anna Peterhans praying that administration of said estate be granted to herself or some other suitable person.

It is ordered that the eighteenth day of December, next at ten o'clock in the forenoon at said court room be appointed for hearing said petition.

And it is further ordered that a copy of this order be published three successive weeks previous to said time of hearing in the Plymouth Mail, a newspaper printed and circulating in said County of Wayne.

ERVIN R. PALMER,
Judge of Probate.
Theodore J. Brown,
Deputy Probate Register. 1 3c

PROBATE NOTICE
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STATE OF MICHIGAN, County of Wayne, ss.

At a session of the Probate Court for said County of Wayne, held at the Probate Court Room in the City of Detroit, on the tenth day of November in the year one thousand nine hundred thirty-one.

And it is further ordered that a copy of this order be published three successive weeks previous to said time of hearing in the Plymouth Mail, a newspaper printed and circulating in said County of Wayne.

ERVIN R. PALMER,
Judge of Probate.
Theodore J. Brown,
Deputy Probate Register. 1 3c

MORTGAGE SALE

DEFAULT having been made for more than thirty days in the conditions of a certain mortgage made by Griswold Lorraine Realty Company, a Michigan Corporation, to Peoples Bank of Manchester, a Michigan banking corporation, dated the 5th day of January, A. D. 1928, and recorded in the office of the Register of Deeds for the County of Wayne and State of Michigan, on the 27th day of February, A. D. 1928 in Liber 2193 of Mortgages, on page 17, on which mortgage there is claimed to be due at the date of this notice, for principal and interest, the sum of Three thousand Three hundred Forty-five and 77/100 (\$3345.77) Dollars, and an attorney's fee of Thirty-five and no/100 (\$35.00) dollars, as provided for in said mortgage, and no suit or proceedings at law having been instituted to recover the moneys secured by said mortgage, or any part thereof.

NOTICE IS HEREBY GIVEN, that by virtue of the power of sale contained in said mortgage, and the statute in such case made and provided, on Monday the 11th day of January, A. D. 1932, at 11:00 o'clock in the forenoon, Eastern

Standard Time, the undersigned will, at the southerly end of Congress Street entrance to the Wayne County Building in the City of Detroit, Wayne County, Michigan, that being the place where the Circuit Court for the County of Wayne is held, sell at public auction, to the highest bidder, the premises described in said mortgage, or so much thereof as may be necessary to pay the amount so as aforesaid due on said mortgage, with 6 1/2 per cent interest, and all legal costs, together with said attorney's fee, to-wit:

Lot 90 of Harrington Gardens Subdivision of the South 1/4 of the Northwest 1/4 of the Southwest 1/4 of Fractional Section 11, Town 2 South, Range 10 East, Wayne County, Michigan.

Peoples Bank of Manchester, a Michigan banking Corp., Mortgagee.

Dated October 9th, 1931.

Otto W. Morrison,
Attorney for Mortgagee,
230 Royal Oak Savings Bank Bldg., Royal Oak, Michigan. 48113

Brooks & Colquitt
Attorneys for Plaintiff

STATE OF MICHIGAN
In the Circuit Court for the County of Wayne
IN CRANECRY

Irvin W. Hummel and R. Annie Hummel, Plaintiff, vs. Thomas G. Stonehouse, Defendant.

At a session of said Court held in the Court House in the City of Detroit, said County and State, on the 8th day of October, A. D. 1931. Present, the Honorable Guy A. Miller, Circuit Judge.

It appearing from affidavit on file that defendant Thomas G. Stonehouse is not a resident of this State but resides at Donna, Texas. It is ordered that Thomas G. Stonehouse appear and answer the bill of complaint filed in this cause within three months from the date of this order, or said bill will be taken as confessed against him.

It is further ordered that a copy of this order be published according to law in the Plymouth Mail, and also that a copy of this order be sent by registered mail to said defendant at Donna, Texas.

GUY A. MILLER,
Circuit Judge.
M. Parker, Deputy Clerk. 4817

**... for the Lady-of-the-House
an ELECTROCHEF range**



**... for the Family
DELICIOUS COOKING**

Here's an ideal Christmas gift — one that will delight the Lady-of-the-House and serve everyone in the family. An Electrochef electric range brings twofold pleasure: for her, a stove to modernize her kitchen, with electric heat as clean as sunlight; for the family, electric cooking that is surpassingly delicious. Electrochef cooking is *healthful* cooking: Flavor is *sealed-in*, and all the nourishing elements and precious minerals are retained. Meats and vegetables cook to melting tenderness in *their own juices*. Before you make your final selection of a Christmas gift, stop in and see this modern kitchen range.

THE DETROIT EDISON CO.

Budget Payment Plan
\$10
First Payment
Balances small
month's payments

Exact Heat Control
The Fastest Oven Ever Used
Sealed-in Flavor
Heat as Clean as Sunlight
Modern Design

LESS THAN
1¢
A BREAD

**First COMPARE
then... BUY**

HOW can you be sure of getting the most for your money when you buy tires? There's one sure way: Compare before you buy!

We'll help you here. We have cross-sections cut from actual tires so you can see what is inside them. You can see how Firestone cords are Gum-Dipped — the exclusive Firestone process that adds 58% longer flexing life to every cord. See the Patented Double Cord Breaker — the two extra plies under the tread that gives 26% greater protection against punctures and blowouts. With all these advantages, Firestone Tires cost no more than mail order or so-called "bargain" tires! See the prices below.

Come in today. Make your own comparison. Judge values for yourself.

COMPARE PRICES

Firestone OLDFIELD TYPE				Firestone ANCHOR TYPE SUPER HEAVY DUTY			
Size	Our Cash Price	*Special Brand Price	Our Cash Price	Size	Our Cash Price	*Special Brand Price	Our Cash Price
4.40-21	\$4.98	\$4.98	\$4.98	4.50-20	\$8.55	\$8.70	\$14.70
4.50-21	5.09	5.69	11.10	4.50-21	8.75	8.85	14.90
4.75-19	6.65	6.65	12.90	4.75-19	9.70	9.75	18.00
5.00-20	7.10	7.10	13.80	4.75-20	10.25	10.25	19.00
5.25-18	7.90	7.90	15.30	5.00-20	11.25	11.50	21.00
5.25-21	8.57	8.57	18.70	5.25-21	12.95	13.05	25.50
6.00-20	11.50	11.50	23.30	5.50-20	13.70	13.75	26.70
H.D.				6.00-20	15.20	15.35	29.50
30x5	17.95	17.95	34.90	6.50-20	17.15	17.15	33.30
32x6	20.75	20.75	37.90	7.00-21	20.15	21.80	39.10

All Other Sizes Proportionately Low

**Firestone
COURIER TYPE**

Size	Our Cash Price	*Special Brand Price	Our Cash Price
30x3 1/2	\$3.97	\$3.97	\$7.74
31x4	6.90	6.98	13.58
4.40-21	4.55	4.55	8.80
4.50-21	5.16	5.15	9.94
5.25-21	7.75	7.75	15.00

Firestone BATTERIES

We sell and service the complete line of Firestone Batteries. We will make you an allowance for your old battery. Drive in and see the EXTRA VALUE.

*A "Special Brand" tire is made by a manufacturer for distributors such as mail order houses, oil companies and others under a name that does not identify the tire manufacturer to the public, usually because he builds his "first line" tires under his own name. Firestone puts his name on every tire he makes.

Double Guarantee — Every tire manufactured by Firestone bears the name "FIRESTONE" and carries Firestone's unlimited guarantee and ours. You are doubly protected.

SPECIALS

TRADE IN YOUR OLD BATTERY

Worn out Batteries accepted as part payment on new Firestones. Inspection Service Free.



Buy the safest — Firestone Gum-Dipped Tires.

CHANGE TO WINTER LUBRICATION NOW!

Cars Washed 95c

Cars Greased \$1

COMPLETE MECHANICAL SERVICE ON ALL MAKES OF CARS

It is no longer necessary to make two stops. Everything you want can be had at this station. Bring your car to us for expert attention. All work guaranteed.

Let us Check your Battery.

**Plymouth Super
Service Station**

PHONE 313

North Main St. At P. M. R. R. Tracks

The Plymouth Mail

ELTON R. EATON AND SON Publishers
ELTON R. EATON Editor
STERLING EATON Business Manager

Entered at the Postoffice at Plymouth, Michigan, as second-class postal matter.

Subscription Price—U. S., \$1.50 per year; Foreign, \$2.00 per year.

The Plymouth Mail is Member of the National Editorial Association, University of Michigan Press Club, and the Michigan Press Association.

A TOOL THE DEVIL WANTS TO KEEP

It was once announced that the Devil was going out of business, and would offer all of his tools to anyone who would pay the price. On the night of the sale they were all attractively displayed, and a bad looking lot they were.

Malice, hatred, envy, jealousy, sensuality, deceit and all other implements of evil were attractively spread out, each one marked with its price. Apart from the rest lay a harmless looking wedge-shaped tool—much worn—and priced much higher than any of the others.

Someone asked the Devil what it was. "That Discouragement," was the reply.

"Why have you priced it so high?"

"Because," replied the Devil, "it is more useful to me than any of the others. I can pry open and get inside a man's consciousness with it, but when I could not get near him with any of the others—and when once inside, I can use him in whatever way suits me best. It is much more because I've used it on nearly everyone and very few know it belongs to me."

It hardly need be added that the Devil's price for discouragement was so high it was never sold.

He still owns it—and is still using it. Is he using it in your business now that summer is over and most all of us have our day? Let's forget this tool and get to work. The business is here if we work for it. Will you get yours or will you let the people of some other city get all the trade. If you are wise you will trade at home and you will prosper. Trade away from home and you will go down. When a businessman shops out of town it makes people afraid of his merchandise. The first thing your customer will think of is that your merchandise is not what it should be or you would trade at home. When you show people you have confidence in your line you can make other people interested. Trade at home if you want prosperity for your own town.—Journal, Hominy, Oklahoma.

CLEAN HANDS

Three or four weeks ago the great metropolitan papers were filled with articles pertaining to the trial of a Chicago racketeer who had cheated the government. Detroit papers, a week or so later, carried much of the detail of the trial of three gunmen held on murder charges. From the evidence produced at the trial of the Chicago gangster, there wasn't the slightest doubt as to his guilt. In fact he had even pleaded guilty once to the charge of which a jury later convicted him. The same has been true of the trial of the Detroit gangsters. From the minute of their arrest there hasn't been the slightest doubt in the minds of the public as to their guilt.

But—Along comes two or three of Chicago's most prominent lawyers and they battle for weeks in an effort to keep from prison a gangster who said he was guilty of the charge on which the lawyers endeavored to free him.

In Detroit three or four lawyers of apparently fair standing in their profession, are found, who have by every look and crook known to their profession, tried to turn loose on the public again, three men known to Detroit police as vicious gunmen.

Of course it was money that induced these lawyers to take these cases, just as it was money that induced Capone to slaughter people. Necessarily it was money gained by law violation and by murder that was paid in these "prominent" Chicago lawyers for their services. They know it, just like everybody else knew it.

In Detroit the money used by the three gunmen to pay their lawyers was gained by illegal ways, there isn't much question about that. Not one of the criminals had a job or any one of them could produce any evidence of ever having earned a dollar in a legal way.

Knowing these facts, as they surely must, it is exceedingly difficult for the ordinary layman to understand why attorneys will sell their services for the purpose of trying to free these crooks.

It is true, of course, that every man is innocent until proved guilty and that every man has the right of a fair trial in court.

But when there isn't the slightest question as to a man's guilt, and when a lawyer will turn Heaven and earth in an effort to find a legal loop-hole through which he hopes his client can crawl to freedom, we ask if there is any difference in the kind of money that was gained by killing someone or by freeing someone by a confusion of doubtful testimony or some unfortunate twist in the law?

Possibly the great bar associations of the country can make it clear to the public just the difference between the "ethics" which makes it possible for a lawyer to take money he knows has been gained by

murder to keep a man from being punished for murder, and the "ethics" which causes one racketeer to kill another for violating the "ethics," or to use an underworld expression, "mussling in" on another racketeer's game. Doubtless there is a difference, but what it is we would like to know.

WORK AND LEISURE

There has been a marked tendency in this country, and to a less extent throughout other nations of the world during the past quarter of a century to find more leisure for the working classes. There has been widespread discussion about the slavery of the ordinary laborer and capital and industry have been called upon with insistent demand for alleviation of this so-called great disaster of civilization.

Results have not been lacking. The twelve, fourteen and sixteen-hour day have practically disappeared. Eight hours is now the ordinary day working period in the industrial plants of the United States. Not only has the working day been shortened but the working week has been reduced as well. From a full seven days, the working week has been cut to first six and a half days, then to six days, and now certain plants are favoring a regular routine of but five days. This is without consideration of present irregularities in working schedules due to lack of demand.

There is no question that the ordinary worker has an easier time at present than at almost any time in the world's history. This is as it should be. The worker is none the less a human being and deserves a fair share of the leisure and pleasures of life. There is room for argument, however, as regards the definition of "fair share." At the present time what the laboring classes want is work and not leisure. With an estimated 15,000,000 or more men in Europe, Russia, Great Britain and the United States seeking earnestly to return to their jobs, the crying need of the world is for work and not leisure.

Some interesting theories have been advanced during recent years of prosperity as to work in the future. One of these is that cheap and abundant power, to be taken from the earth, air or water, will free man from the necessity of work and permit him a life of leisure. Another has to do with the utilization of atomic energy with like results. These theories are interesting, but their practical application has yet to be shown. Moreover, even if practical their desirability is open to question.

Man's greatest desire and end is work and he is happiest when he is working. A certain amount of leisure is desirable, but too much leisure is an evil even if desired and is generally not desired. The ordinary worker would rather labor a fuller week and receive the additional compensation than to have more idle days. The entire nation is now seeking to promote or create work for the unemployed. Theories designed to give more leisure have been sidetracked and it is a good thing.

Technical and mechanical progress should not be stopped. Improved methods of production in the past have created new opportunities for work as rapidly as they have eliminated the more arduous tasks of mankind. The coming of machinery has replaced hand labor to a considerable extent but it has likewise created a vast volume of new work. Machinery has increased rather than decreased the opportunities for work. This is as it should be and further progress of science will undoubtedly have like effect.

Michigan has been a leader in the employment of machinery. Michigan has been a leader in the improving of the conditions of workers, in raising wages and in shortening working hours. Michigan has been in the past and should continue to be in the future a leader in the offering of opportunities for work. It is not leisure but a fair and reasonable amount of work that is wanted.—Michigan Manufacturer and Financial Record.

GOING THE LIMIT

Probably never before in the history of Michigan has a governor done the things that Wilber M. Brucker has in order to gain publicity for himself. His latest idea has gone so far that even his own advisers must recoil against it. In every letter sent out, in every bit of publicity mailed from Lansing, in every conceivable way, the Governor is having his name injected conspicuously into all the affairs of the state unemployment relief commission. The only thing so far done by the state, for the relief of its unemployed, has not been done by the governor, but by State Highway Commissioners Grover Dillman and Secretary of State Frank Fitzgerald. But nevertheless the Governor would capitalize the plight of Michigan's unfortunate workmen to make votes for himself. The very first thing the chairman of the state unemployment commission says in letters he sends out, is something like this: "Governor Brucker's Unemployment Commission is making a sincere effort to avoid suffering, etc." If such a letter was not for political purposes first and relief work last, why inject the Governor into it at all? Even the publicity department of one of the state institutions sends out political propaganda which tells of proceeds from "the contest being delivered to the fund of Governor Wilber M. Brucker for the unemployed," etc.

We wonder if the executive office attaches ever in Lansing realize that they have carried this thing so far that it has become more or less of a joke about the state? At the least, it is going the limit in order to gain publicity for the Governor.

You and I

CHARLES S. KINNISON

TREASURES O' THE HEART

It's nice to have plenty of money,
With all that gold dollars can buy,
But life for me still can be sunny
Although poor in money am I.
We're buying a home—and we're healthy—
With plenty to eat and to wear,
So why should I ask to be wealthy,
With riches, like these, for my share!

With comfortable shelter above me,
A yard that is fragrant with flowers,
A wife and two kiddies who love me
And give me my happiest hours—
Who greet me at night with affection,
As, smiling, I open the door—
An evening of restful reflection—
Who is it that has any more?



hat Other Michigan Editors Are Thinking About

Liquor Business The Bunk

We wonder if those persons who are clamoring so wildly for whiskey and beer really know what is going on in the rest of the world. The stuff has never made any country prosperous and it never will, not even the United States prosper. Those who want booze might as well cut out all such clamoring, for it won't go down. With the world outside of the United States swimming in booze and yet crying for something to eat and wear, it is the rankest kind of nonsense. If the Mrs. Algers and others of her kind want booze why don't they move out of the U. S. A. and into some other country where they can get plenty of it and stop their wailing.—Robert Gifford in The Eaton Rapids Journal.

"Kids" Talk Today

We heard some kids out our way the other day engaging in "talking names" and their entire stock appeared to consist of "Oh, you're not so hot" and "Oh, Yeah!" with an occasional "holoney" thrown in for good measure. It seemed sort of mumbly, pumbly, repetitive, and lacking the spirit and the enthusiasm that the kids of O.T.R. day possessed.

Now, when we had a mad on some other kid, we had a system of telling him or her about it, that was unmistakable. About the worst thing we could charge against a foeman, was that he would suck eggs and steel sheep. Which appeared to be near the limit, and the worst punishment we could think of was that the opponent ought to be kicked in a very definite biological point. To accuse anyone of being a tattletale was a fighting word, leading up to where the challenging party put a chip on his shoulder and dared the other to knock it off. If a fellow backed down, either in knocking the chip off or in fighting if it was knocked off, he was disgraced for weeks, if not forever, in the sight of his fellows.—Mrs. Lois Hisey in The Wayne Dispatch.

Would Let Dog Eat Dog

We observe that Congressman Woodruff of Bay City proposes to push his bill to stop racketeers when congress meets again. He makes that announcement after three more of those "tough guys" were shot and killed by another gang of the same kind of folks at Detroit last Sunday night. Better encourage those boys to shoot up each other, as they have been doing, so long as they confine their killing to their own ranks. It saves a lot of public expense, reduces the number of bad boys every time they go gunning for each other and it has other points that commend it to the decent folks.—Al H. Weber in The Cheboygan Observer.

Tough Times For Him

The business man who is not sitting mighty hard on Old Man Overhead has a lot of grief coming.—George Neal in The Orton Review.

25 YEARS AGO

Interesting bits of news Taken from Plymouth Mail

Miss Alice Safford was home from Detroit over Sunday.

Miss Verne Rowley spent Thanksgiving in Williamston.

John Moon returned home Saturday from a long trip all through the state of Texas.

Fred Bennett, E. E. Yoren and John Patterson returned last Saturday from their Wisconsin hunting trip, each having killed a deer. Mr. Patterson securing two.

Ad—A ten cent supper will be served in the Baptist parlors Monday evening. The menu: Cold ham, hot escalloped potatoes, baked beans, bread and butter, cake, sauce, celery, tea, coffee.

Mrs. Martha Vizley and daughter, Jessie, Mr. and Mrs. Fred Bird, Mr. and Mrs. Clarence Bird, and Mrs. John Northrop of Pontiac, were Thanksgiving guests at the Ed. Huston home.

The annual clash between the high school and alumni teams

took place yesterday afternoon, the alumni winning 10 to 0. The playing of Cartrite, Warner and Bentley of the high school team and of R. Jolliffe, J. McLaren and Marvis of the alumni team, was of the best. McLaren made the longest run of the day, gaining 30 yards at one time. The alumni scored a touchdown in each half, by E. Jolliffe and R. Jolliffe.

Grace Peck is home at her grandmothers in Livonia Center, for the Thanksgiving period.

Mrs. Charles Allen at last week's meeting of the W. C. T. U. gave an interesting description of her recent trip to California. Mrs. Voorhies and Mrs. Bodmer have charge of the next meeting.

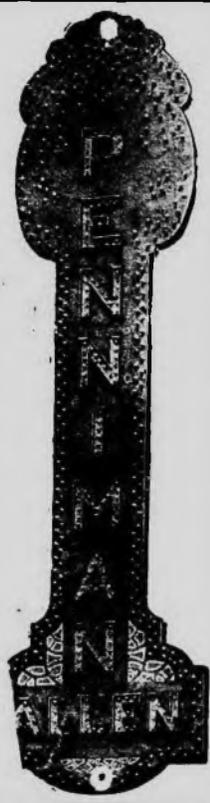
Two wood stoves for sale—inquire of L. H. Bennett.

Mr. and Mrs. Otto Beyer of Detroit, and Miss Della Vogelsburg of Howell, visited Mrs. Peter Gayde and family Thursday.

Several relatives and friends gathered at the home of Mr. and Mrs. Charlie Miller, Wednesday evening to celebrate their fifth wedding anniversary. They were presented with a wooden shower.

A Gift to The FAMILY

Give a Years Subscription to the PLYMOUTH MAIL



Sun. & Mon.

November 29 - 30

Richard Arlen and Peggy Shannon

—IN—

"TOUCHDOWN"

What a game! What a story! What a Thrill! The Football Classic of the Year.

Comedy—"Hollywood" News

Wed. and Thursday

December 2-3

Ruth Chatterton

—IN—

"The Magnificent Lie"

Comedy

"The Tamalie Vender"

Friday and Saturday, December 4-5

"Fanny Foley Herself"

Comedy

News

Our Place in Your Business

Did it ever occur to you that your bank is an indispensable factor in the life of your community and that your bank fulfills certain needs that no other institution can?

Consider the various services which this bank renders you and the community, and then think what you would do without these services.

Remember our service becomes more valuable as we make it more personal. You can aid this bank in its desire to be of greater assistance to you by bringing all of your banking business here.

The Plymouth United Savings Bank

MAIN BANK 330 MAIN STREET

Branch Office, Cor. Starkweather Ave. and Liberty St.

Welcome Throughout The Year A Subscription To The Plymouth Mail