

ROSS P. TENNEY TO HEAD JUVENILES

Pontiac Man Takes Over New County Detention Home Work Sept.

Ross P. Tenney, for five years director of industrial education in the Pontiac public schools, will take up new duties on Sept. 1, as superintendent of the Oakland County Juvenile Home. His appointment to the new position was announced Saturday by Probate Judge Dan A. McGaffey.

Mr. Tenney was graduated from Western State Normal in 1919, after which he taught industrial education in the Flint public schools for four years. Then he returned to school and was graduated from the University of Michigan in 1924, coming directly from Ann Arbor to Pontiac.

To Teach Vocational Work Mr. Tenney's training and experience fit him for his new county position, for his work has been with juveniles and he plans to introduce a thorough system of shop and home economics work in the new county juvenile home in addition to the regular academic course of study.

Oakland County's new Juvenile Home is expected to be ready for occupancy soon after Sept. 1, and will have accommodations for 100 children. The new institution is designed to care for both boys and girls, and its wards will include

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both delinquent and dependent children.

In addition to his work in directing the education of the children in the Juvenile Home, Mr. Tenney will be business manager of the institution.

"We have the finest juvenile home in existence, according to state welfare officials," said McGaffey in discussing Mr. Tenney's appointment and the work which the County proposes to carry on under the latter's direction.

"We have found in Mr. Tenney a man with ideal experience and training to supervise the task. With such a combination Oakland County is destined to carry on a work among its juvenile wards which will not only benefit the county materially during the coming years, but which will attract the attention of other communities which are facing similar problems."

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Woodward Avenue, Then And Now—

(Continued from Page 1, Part 3) ing it impracticable to drive back and forth from their homes. As a result there was from every quarter an insistent demand to "Pave Woodward!" This request was partially complied with in 1909 when a strip of pavement was completed between the Six and Eight-Mile roads. Later from time to time, other strips were added, until, in the early 'teens, the entire stretch between Pontiac and Detroit was paved. A very narrow pavement, to be sure, but paved nevertheless.

And that should properly end our story. For at last the transportation problem to Detroit's north Woodward suburbs was solved. At last residents of these suburbs could commute, with ease via automobile, to their places of business.

But the paving of Woodward opened the eyes of hundreds who had endured the congestion and confinement of city residences. They, too, desired to live in Bloomfield Hills and drive to their offices. Others were continually visiting the district. As a result the pitifully narrow pavement became burdened with far more traffic than it could handle. Every rush hour saw long gray lines crawling along this thin ribbon.

Widening Held impossible The only logical course was widening. But apparently this was impossible. There were the electric line and the Grand Trunk railroad, both of which had to be moved; also the fact that Woodward ran through two counties and several townships, each with its own laws regarding highway construction. A cemetery bordered the road and there was no law that permitted the condemnation of cemetery property for the widening of a street.

Various alternatives were tried. John R. was paved to Eleven-Mile road, and Eleven-Mile to Woodward. This outlay carried a very heavy traffic, but the stream of vehicles that crawled on Woodward lengthened. Seven-Mile was improved to Southfield, and the Southfield road to Birmingham. This also was a popular detour as evidenced by the number of autos it carried, but conditions on Woodward grew worse and worse.

"Woodward must be widened!" was the vow of many of us. True, the Grand Trunk tracks were a very real obstruction. Many of us had for several years endeavored to get the railway to move off Woodward and to a point further east, and install suburban service. But conditions became so bad we felt we must find a way to widen Woodward avenue regardless of the railroad.

Quick Action Urged Accordingly, at a meeting of the Birmingham Real Estate Board, held in the high school in October, 1921, I strongly urged that there should be immediate action taken to bring about the widening of the avenue regardless of the difficulties involved. A resolution was passed and a committee appointed to do what it could to get things moving. Less than 30 days later the same thing was done at a meeting of the real estate boards of Royal Oak and Pontiac. Some publicity resulted. The Oakland County Road Commission expressed a willingness to do what it could, and the matter reached the ears of the governor of Michigan. Governor Greenback traveled over the road two or three times and attended a meeting of the Oakland County Road Commission. With Engineer Leon Belknap, the commission attorney, James Lynch, Oyston and the commission officers, we listened for hours to the reasons why the road could not be widened. Then Governor Greenback said to Mr. Belknap: "Get someone to dedicate enough prop-

erty for the widening somewhere along the line and get a steam shovel down there working by the end of next week, and we will take care of all these apparently unsurmountable difficulties as we come to them."

Presently the steam shovel was at work. In a period shorter than anyone could possibly have imagined, the widening of Woodward avenue from a narrow ribbon of pavement to its present condition was accomplished—one 44-foot strip of concrete entirely completed between Detroit and Pontiac; the other partially completed.

Today Woodward, the "world's greatest highway," extends on a 204-foot right-of-way all the way from Detroit to Pontiac—with two exceptions. These exceptions are two sections on either side of Birmingham where a dent has been left in the right-of-way by the encroachment of the Grand Trunk tracks. But transportation is no longer a problem. The broad, majestic sweep of practically the entire highway makes driving on it a source of real enjoyment, even in the heaviest rush hours.

The tracks are being moved, and the result will be extremely bene-

WE HEARD IT SAID BY—Richard Lawler, lieutenant, Birmingham police dept.: "There is an ordinance on the village books that prohibits leaving an automobile parked all night in the business section; if all people, including local businessmen, would live up to this ordinance, we would be able to operate the street cleaner without dodging in and out between parked cars. In order to prevent the removal of parked cars, bringing a fine, we would appreciate more cooperation in this respect."

And with the installation of fast suburban service on the railroad as well, Detroit's North Woodward suburbs will assume an importance comparable to those of other large cities where rapid transit has been in existence for several years.

Mrs. Dorothy Noles of London was convicted of larceny, but was let off with a two-day jail sentence.

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