

The Birmingham Eccentric

PART THREE

Self-reliance is, indeed, a great asset to the one who possesses it. If there were more self-reliance manifest in more human beings, there would be less dependency upon others; individuals and families would get along together better... and the danger of governmental bureaucracy would diminish rapidly.

SEVENTIETH YEAR—NO. 19

BIRMINGHAM, OAKLAND COUNTY, MICHIGAN, THURSDAY, JULY 31, 1947

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Gov. Sigler Beside His New Plane


Wichita, Kans.—Governor Kim Sigler, Michigan's flying chief executive, is shown here just prior to taking off from Beech Field in his new four-place, all-metal Beechcraft Bonanza which he purchased as a personal plane this past week from Beech Aircraft Corporation at Wichita, Kans. The Bonanza, a low-wing monoplane easily distinguished by its vee-or-butterfly-tail, has a top speed of 184 miles an hour and cruising speed of 172. Governor Sigler said he would use his new Beechcraft to travel around Michigan "in order to keep in closer touch with people of my home state."

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Michigan Mirror
INTERPRETING THE NEWS
By GENE ALLEMAN

Like a virtuous wife, that which is commonplace is often unappreciated.
We refer in particular to Michigan's 10,000 inland lakes, its 2,028 miles of Great Lakes' shoreline, and its numerous navigable rivers and streams.
Because these lakes, sandy beaches and waterways are a familiar part of the Michigan scene, we have a tendency to take these natural resources all for granted and to postpone until "tomorrow" our enjoyment of them.
The other day we dropped in at the office of a newspaper editor who likes to go fishing. Knowing his hobby, we made prompt inquiry.
"How's fishing in these parts this season?" we asked. The editor looked at us with a far-off yearning and recollection.
"Come to think about it," he said "I haven't been fishing yet this summer. That's the trouble, with Michigan. Our lakes are here today and they will be here tomorrow. It's too darn easy to get in the habit of getting fishing tomorrow but never going fishing today."
A favorite uncle and aunt paid us a visit over a recent week end. Facing up our snug little trailer wheels, we headed our house trailer towards the Michigan west coast, our destination: Muskegon State Park with its 1,357 acres of woodlands and dunes and three miles of Lake Michigan sandy beach.
The harbor entrance into Muskegon lake was lined with towns-

Improved Highway Design Seen Key To Fewer Deaths
A high proportion of Michigan's mounting motor vehicle accident could be avoided by improved highway design, thus saving the state and its citizens many millions of dollars every year, according to Jack Whittall, traffic consultant of the National Safety Council.
Whittall is now completing an analysis of the state's motor vehicle accident history for the Highway Study Committee of the Michigan Good Roads Federation. The analysis will form a part of the Committee's overall report on Michigan's highway needs, to be presented to the Governor and Legislature early next year.
"Preliminary estimates by the National Safety Council," Whittall said, "show that traffic accidents are costing the citizens of Michigan over \$100,000,000 yearly. Improved highway design, coupled with other traffic-accident prevention measures, might well reduce this cost by one-half."
Seek Lower Rate
Michigan's traffic death rate in 1946 was 8.2 persons per 100 million vehicle-miles of travel, Whittall pointed out.
"While this rate was lower than the national average," he said, "there is no good reason why Michigan's record should not be as low as other states of comparable size and with similar travel volumes."
New Jersey's traffic death rate last year, Whittall stated, was 5.8 persons per 100 million vehicle-miles. The rate in both New York and Pennsylvania was 7.1. Connecticut and Massachusetts, smaller in size than Michigan but more densely populated, had rates of 6.7 and 6.6 respectively. Wisconsin's death rate was 7.7 and Minnesota's 6.2.

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Conditions beyond our control are responsible for this ban on collecting additional house heating customers. The scarcity of pipe, fittings and other essential construction materials has seriously curtailed our expansion program and restricted the progress of the transmission pipeline company that is working to bring new gas supplies from the southwestern United States to Michigan.
We are, however, making the most efficient use of all the materials we are getting, in order to speed service to you. And we want to thank you for the patience you have shown and the cooperation you have given us under these trying circumstances.
ALTHOUGH EVERYTHING POSSIBLE IS BEING DONE TO SPEED HOUSE HEATING SERVICE, IT LOOKS NOW AS THOUGH IT WILL BE AT LEAST TWO OR THREE YEARS BEFORE NEW INSTALLATIONS CAN BE MADE.
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