

Motorists Warned That Safe Driving Speeds Are Not Always the Legal Limit

By Dr. Herbert J. Stack, Director, Center of Safety Education, New York University

(This is the first of a series of 10 articles on street and highway safety, written by scientific research associates, presented in booklet form and published by The Eccentric in the Greater City of New York.)

Three out of every ten motorists involved in fatal accidents drive to their rendezvous with death in a hurry. Some of them are actually exceeding posted speed limits; but many more are

following methods of adjusting speed to conditions are a guide to safe, sound, restful driving:

1. Keep a clear stopping distance ahead. Slow down, when necessary, in approaching hills, curves or intersections. At night, drive so that it is possible to stop within the clearly illuminated distance ahead. Cut down speed when the road is slippery.
2. Never slow down suddenly, except in emergency.
3. Use the speeds of other motorists as a guide on busy highways. Keep up with traffic, but don't drive much faster or slower than the average speed.
4. Passenger comfort is a guide to reasonable, maximum speed under normal conditions. Never drive so fast that passengers feel uncomfortable.
5. Look well ahead continually while driving, and keep a close watch for hidden hazards.
6. Approach intersections and other hazardous points at a speed which will permit full control of the car.

Conscious of the part they must play in reducing accidents caused by speed, Federal, county, state and municipal authorities are carrying out studies to determine postwar maximum safe speeds for congested highways and less heavily traveled rural roads.

All Are of Value

Engineers are continually designing new highways which allow for uniform traffic speed. This will do away with the need for special speed zoning, as will also the elimination and reconstruction of many especially hazardous intersections, curves and underpasses.

A public education program is

FOUNDATION

(Continued from Page-1 Part 3) also, with conditions in Position, chosen to represent the average city in the country, both from the standpoint of its traffic and the location in relation to the school.

The Rochester school is using under way, emphasizing the disastrous results of excessive speed, the meaning of speed signs and the best means of adjusting driving to varying conditions.

All of these programs are of value. But they will be of little avail—many more motorists and pedestrians will die in 1948 and in the years to come—unless every driver remembers that his mind, not his foot, must motivate the gas pedal.

about an equal number of German shepherds and boxers as leaders. These dogs must be in perfect health, have even dispositions and temperaments, an extremely high intelligence and a deep sense of responsibility.

Before going into the harness which is a trademark of their calling, the young dogs are taken into Detroit where skilled trainers note their reactions to the conditions around them. Some fall at this point, but those who are chosen are placed in harness and undergo three or four months intensive training by experienced men.

Assigned to Applicants

When the dogs have passed the Detroit test successfully, Warman pointed out, they are placed in the "ready" pool from which they are assigned to approved applicants.

These persons must be totally blind, or with only a slight light perception, between 18 and 40 years of age. He must be in good general health with no major physical impairment, and be emotionally stable. The applicant must also be of good character, not addicted to liquor and be potentially employable. No person engaged in begging will be supplied a leader-dog, but housewives and persons attending institutions of higher education are eligible.

The applicant is required to pay \$150 for the trained leader-dog. This includes room, board and incidental expenses during his training period while he is in residence of the school. These dogs are available without charge to veterans of World War II.

Meets Only Part of Cost

Since this cost does not in any

way meet the actual expenses of providing a dog and training it, the support of individuals and groups is imperative.

The trainers are educated by the League and during their period of study are associated with the blind student at all times. To increase their understanding of the problems of the afflicted, they must live under blindfold and become a member of a class of blind people for at least four weeks. The training period is from three to four years. At present the League has three qualified instructors and two apprentice trainers. Additional apprentices will be added as facilities permit.

In the past many organizations and individuals of Birmingham have given their support to the school, Warman said, "and it is sincerely hoped that they will continue to do so at this time."



merely driving too fast for existing conditions.

That dare-devil racer, Malcolm Campbell, could drive with comfort and relative safety over the "Utah Sands" at 200 miles an hour. But a motorist moving one death as fast in a crowded residential district may not be able to avoid hitting a youngster who

Have You Met . . .

The newcomers from Detroit, Mr. and Mrs. Charles S. Garretson who are now living at 1272 Washington boulevard? Mr. Garretson is executive secretary of R. G. Mueller Co. They have a daughter, Susan.

No. 12,130

STATE OF MICHIGAN—The Probate Court for the County of Oakland. At a session of said Court, held at the Probate Office in the City of Pontiac, in said County, on the 4th day of April A. D. 1948.

Present, Honorable Arthur E. Moore, Judge of Probate.

In the Matter of the Estate of Mabel B. Corvill, Mentally Incapacitated, having filed in said court a petition praying that the time for the presentation of claims against said estate be limited and that a time and place be appointed to receive, examine and adjust all claims and demands against said estate by and before said court.

It is Ordered, that two months from the date be allowed for creditors to present claims against said estate.

Be it Further Ordered, that the 6th day of July 1948 at nine o'clock in the morning, at said probate office, be and is hereby appointed for the examination and adjustment of all claims against said estate.

ARTHUR E. MOORE,
Judge of Probate.
Clarence W. Blewett,
Atty. at Law,
217 Washburn Bldg.,
Birmingham, Mich. 45-6

NOTICE TO PROPERTY OWNERS
WOODLAND, GREENWOOD, LAKEVIEW, HAZELWOOD AND VINEWOOD DUST PROOFING

The City Commission of the City of Birmingham will meet Monday, May 1st, 1948, at 8:00 P. M. in the Commission Room in the Municipal Building to consider any objections to the construction of certain improvements on Woodland, Greenwood, Lakeview, Vinewood and Hazelwood, described herein, and to the creation of a special assessment district created to defray the cost of construction of a temporary asphaltic oil surface on Woodland, from Harmon to Oak, Vinewood, from Lakeview to Woodland, and Hazelwood, from Vinewood to Oak, which would be maintained by the City for a period of five years.

The Commission proposes to create a special assessment district to defray the cost of this construction and said special assessment district shall consist of the following described property:

Greenwood Subdivision
Lots 1 to 31 Inc. 2 a replat of part of Lot 63 Willett's Northern Addition
Lots 2 to 12 Inc.
Birmingham Heights Sub. Lots 62 Northern Add.
Lots 3 to 20 Inc.
Lots 24 to 49 Inc.
Lots 50 to 59 Inc.

Vinewood Sub. and a part of Lot 63 of Willett's Plat
Lots 1 to 51 Inc.

Donald W. Young Sub. of a part of Lot 63 Northern Add.
Lots 6 to 8 Inc.
Lots 9 to 11 Inc.

Plans and estimate of cost of this project are filed with the City Clerk of the City of Birmingham for examination by the public.

April 22, 1948

IRENE E. HANLEY,
City Clerk. 5-6

NOTICE TO PROPERTY OWNERS
PURITAN DUST PROOFING
OAK TO RAYNALE

The City Commission of the City of Birmingham will meet Monday, May 1st, 1948, at 8:00 P. M. in the Commission Room in the Municipal Building to consider any objections to the construction of certain improvements on Puritan Avenue described herein, and to the creation of a special assessment district, created to defray the cost of construction of a temporary asphaltic oil surface, 20 ft. in width, on Puritan Avenue extending from Oak to Raynale, which would be maintained by the City for a period of five years.

The Commission proposes to create a special assessment district to defray the cost of this construction and said special assessment district shall consist of the following described property:

The Heights, a replat of Lots 421 to 484 inclusive and Lots 493 to 701 inclusive of Garrison Lake Estates Subd. Lots 30 to 39 inclusive
Lots 82 to 71 inclusive

Plans and estimate of cost of this project are filed with the City Clerk of the City of Birmingham for examination by the public.

April 22, 1948

IRENE E. HANLEY,
City Clerk. 5-6



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The All-New 1949 Mercury

You've seen a lot of "new models." Once in a long, long time you see a new car. Today is one of those times. The 1949 Mercury on our floor is the car.

With your very first look you'll know Mercury is new, all-new. From the front? Mercury is wider, with strikingly handsome grillwork, and exciting new fender treatment completely enclosed in a sleek, graceful, curved-arch silhouette. From the side? Mercury is longer and lower, with a poised-for-flight look that gives an illusion of motion even when the car is standing still. From the back? Mercury has all the luxurious styling you expect to find only in a car far above Mercury's price class.

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So . . . Before you think of buying a new model, see the ALL-NEW Mercury. That's the only break this 1949 Mercury asks of you!

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