

THIS & THAT

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Military Maneuvers
Submarine 484, that day, was under orders to go to a certain area of the east coast of Florida, which latter operator from Boca Chita Key, north of Key West itself, Commander Schumacher's orders had been assigned him prior to departure. This maneuver, lasting until late afternoon, resulted in submerging the sub four times, at different depths, coming to the surface each time.

turbulent, causing the sub to roll a bit when on the surface; immediately upon getting sufficiently below the surface, all motion of the ship ceased; even though we were travelling at a fair rate of speed when submerged, there was hardly any feeling of movement.
Imagine a heavy steel tube, six feet in diameter, around which was added the sub's outside steel hull, between the hull and tube the space filled with fresh water, fuel oil, and ballast tanks; within that steel tube live and work 60 men, eight of them commissioned officers. They are specially trained and selected men, for they must live as a family unit, in a way, each knows his job, and must perform it with speed and precision, so inter-dependent is

each man and his job to the others.
Submarine 484, which cost six million dollars, is an intricate and closely packed mass of motors, batteries, switches, dial, radar and other equipment; orders are sent over telephones to each man at his station. Especially when in combat, there must be perfect coordination of activity, if safety and effective military success is achieved.
I Got Soaked
When the maneuvers were finished, Commander Schumacher invited us to the sub's bridge, where I was allowed to take a few supervised pictures; I wanted some showing the sea rolling over the sub, so "Vince" had the helmsman make two complete circles on the surface—during one turn a big wave came up and practically drenched me as I stood within the bridge.

After that episode, I really felt I was entitled to the card "Vince" gave me, making me an honorable member of The Ancient Order of Deep Dunkers.
One most interesting part of the trip was looking through the sub's periscope, where, at times, we could see several of the Navy's maneuvering destroyers, and three merchant marine vessels. We were shown just how enemy ships are sighted on the surface, and how the officers determine when to let go their torpedoes (Each torpedo costs \$10,000).
It was a great experience. It certainly afforded Eursten and myself, (as others have found out), that it really costs plenty of the taxpayers' money to provide and maintain the machinery of national defense.
During other phases of my vacation I enjoyed a few days on the 46-ft. Chris Craft owned by my friends, Mr. and Mrs. Howard L. (Dux) Gentry, of Jackson... the experience of setting out on Furestew's comparatively small boat to find the tiny Islands of Rimini and Cat Key, 50 miles east of Miami in the Atlantic Ocean... the beautiful clear blue-green waters of that area... the primitive nature of Bert Lyons, a Birmingham manufacturer, has beautiful home and numerous fishing boats that read the names of Birmingham W. A. P. John, and his wife, Hildegard, on the register of a B'nai B'rith fishing club... commercial and pleasure craft on my trips, and observed that the day of the 150-ft. and longer, pleasure yacht seems past, (Uncle Sam's taxes do that)... spent three days

Hills Dog Resents Police Halting His Favorite Pastime

Patrolman Joseph Pinter came out a questioning second when the Bloomfield Hills police were called in to investigate a report that two Dalmatian dogs were making nuisances of themselves by raiding garbage cans.
Pinter started forth bravely, not too upset about the dangers he was facing. Successfully, he cornered one dog, and that's when the fun began.
Apparently the pough resented having his favorite outdoor sport curtailed, and equally resented police interference into what he plainly considered none of his business. He and Patrolman Pinter began to argue.
When peace was finally declared, the officer had a badly maulled left arm and a wrist watch that was also suffering. The officer was given first aid treatment at St. Joseph Mercy Hospital. The dog is on probation.

Police, Short-Handed, Busy as Icey Roads Cause Many Crashes

Icy road conditions in and around Birmingham last Thursday caused a flurry of minor accidents, and raved the local police a busy morning. The first accident was reported, police records show, at 9:15, followed by a second only ten minutes later. Due to illness of department members, the department was short-handed and were unable to investigate each accident as it happened.
At 9:33 the third report was recorded. Number four came in at 11:04, with the fifth taking place less than half an hour later. With most streets sanded by then, the police settled back to a comparatively quiet day, until 6:25, when the final scraped fenders for the day were reported.
Property damage was light in each case, with no personal injuries recorded.
at fabulous Cat Key, now owned by Lou Wasey, a brother of Albert and Gay Wasey, who used to live in Birmingham... Enjoyed the fishing and the plain loafing... yet, Folke, when it comes to fishing, I wouldn't swap deep sea-fishing for the pleasures of a Michigan stream.
Now, back to work, and the gradual loss of my sun tan.

Obituary Notices

Mrs. Anna L. Smith
Mrs. Anna Livers Smith, 85, died Sunday home in Birmingham of her son, William J. Smith, 1476 E. Humphrey. She had been ill several weeks.
Anna Livers was born in Louisville, Ky., on Nov. 27, 1863. She was married to William J. Smith there on Nov. 3, 1897, and about two and a half years ago came to Birmingham to live. Survivors include her husband and son.

Funeral services were held at 8 o'clock Sunday evening from the Manley Bailey Funeral home. At 9:30 a.m. Monday, a requiem mass was held in Holy Name Church, of which Mrs. Smith was a member. Burial was made in Holy Sepulchre cemetery.

Mrs. Luella Hutton
Mrs. Luella Hutton, for many years a resident of Birmingham, died Monday in Pontiac General Hospital after a short illness. She had been a resident of that city for the past six years.

Mrs. Hutton was born in Ovid, on April 9, 1864, and married to Amos Hutton in 1888. She spent her entire married life here. She was the oldest member of the Birmingham Baptist church, and of the local Woman's Missionary Union.
The survivors include three sons, Asa, Ray and Cliff Hutton, and two daughters, Mrs. J. Ostrander and Mrs. M. G. Davidson, all of Pontiac; a brother, Ashton W. Hutton, of Detroit; a sister, Mrs. Alice Benninger of Youngstown, Ohio. Five grandchildren and two great-grandchildren also survive.
Funeral services will be held this afternoon at the Bell funeral home, with burial in Greenwood cemetery.

David R. Ballentine
David R. Ballentine, 55, of 610 Linden, died here Sunday after a short illness.

He was born in Port Huron on Nov. 24, 1893, and in 1918 married Elizabeth Arthur. A graduate of the University of Michigan, Mr. Ballentine was a real estate broker, having been associated with the J. L. Hudson company in the city for 20 years.
Mr. Ballentine was a member of Christ Church Cranbrook, Orchard Lake country club and the University club. He is survived by his widow; one son, David; a daughter, Mrs. Irene Williams of Alexandria, Va.; his mother, Mrs. David Ballentine and one sister, Mrs. Thatcher W. Res, both of Detroit.

Funeral services were held from Christ Church Cranbrook on Monday afternoon at the Bell funeral home. Burial was in Greenwood cemetery.

Elden J. Bemis
Elden J. Bemis, 61, 1000 Square Lake road, Bloomfield Hills, died Monday morning at St. Joseph Mercy Hospital following a short illness. The funeral services were conducted Monday afternoon at the Bell funeral home, followed by cremation.
Mr. Bemis, owner of the Metal and Wood Products company, was born May 30, 1887 in Portland. On April 6, 1922, he married Marion Holden and came here to live ten years later.
One sister, Miss Elizabeth Bemis of Birmingham survives.

ASSESSMENTS

(Continued from Page One)
erty by approximately 20%. The county and school tax (winter tax) on a property is not increased by an increase in the percentage at which property is assessed.
"The increase in total taxes (city, school and county) on a property, due to the increase being made in the percentage at which property is assessed, may be approximately 9%. Any increase above this approximate amount would be for some reason other than the increase in assessed valuation."
Construction Costs Change
"One reason for referring assessments to the year 1941 as a base is that work on an assessment roll goes on throughout the entire year. We have witnessed in recent years, a change in construction costs during a single year by several per cent."
"The year 1941 was the last year that we have had a normal market in residential property. The supply was just about equal to demand. It was not necessary to sell property at a loss. Neither was it necessary to pay a premium for occupancy. Reproduction costs, which have been referred, therefore, to the year 1941 since that year. This has been quite standard practice nationwide."
"The cost of construction has increased since 1941. The assessment on the basis of 80% of 1941 reproduction cost is about 40% of current reproduction costs."

A new signal booster system, just perfected, is said to insure static-free reception in the demonstration of radio receivers in noisy city locations.

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MALLENDER

(Continued from Page One)
of way. I know no present reason why it should be opened."
The 1 1/2 mile road, Mallerender traced the history of a State Highway Dept. planning picture which, concluding there was lack of cross state access in this area, suggested two alternatives: 1) to build a highway around the Square Lake road; or, 2) to use the 1 1/2 mile (Maple) and lay out a possible highway. The State completed the first plan but not feasible because of the many lakes in that area, he explained.
Maple, however, years ago was designated as a secondary state road and featured highway work by Mallerender. After the War, when the 2-lane plan for Maple was suggested, the Commission was perturbed because of the increased traffic it might involve.
"Maple is the main artery of Birmingham. We didn't want a through highway there," he stated. With City Manager Donald C. Herbert, Mayor Mallerender talked to and convinced the State Highway Commission two years ago of the inadvisability of the State Maple-highway plan.

Mallerender concluded "I think 14 and 16 Mile Roads should be completed at the earliest possible moment. If the state of Alabama, both of whom must participate, would set five years as the earliest possible date of completion."
In response to a question as to what city services he thought were in most need of improvement, Mallerender remarked that "the city grew like Topsy, and grew rapidly. With the hindsight of 30 years, a plan of growth appears incorrect. Perhaps in 20 years from today, today's plan will seem to be a conglomerate system of sewers established in the various subdivisions with no connection to the future growth of homes and population. In the period of the 1920's a city of this size could not fault because of the financial situation. At the end of the 30's a sewerage disposal plant was built and progressed in connecting the sewer system. Then came the war."
"The biggest problem now we face is to complete Birmingham's system of trunkline sewers and the necessary appurtenances to connect them."

10-Year Plan Under Way
"The next program is the completion of a plan of permanent street improvements. But we cannot do this until we have a 10-year plan of sewer, street and capital improvement. To get our capital program in operation in the next few years and to extend the services of newcomers, we are going to increase the city's revenue in dollars in the next 10 years. My idea is that it needn't become a problem," he continued.
"The city has a good water supply in the including wells still unused. To go to Detroit's water supply would cost over one million dollars. In view of the long range plan of the nearby communities to cooperate in about 25 years to get water from Lake Huron, it would be better to stay out of the Detroit system. Our present water system is being strengthened and progress is possible without additional taxes."

Wants No Extension
"As for parking, I believe," said Mallerender "that by the cooperative efforts of the city management, the commission, the public and the plan commission, a very satisfactory plan can be adopted."
On the subject of extending the corporate limits of Birmingham, Mallerender commented "I am not anxious to extend them for administrative reasons, largely."

In disposing the problems of Hunter, Mayor Mallerender emphasized that the purpose of a highway is to carry traffic and that for this reason he would back any plan that resulted in stopping them from backing out of curb-side parking spaces into fast moving Hunter traffic.
"I have no objection to business on Hunter Blvd.," stated Mallerender, "but I do not believe property

owners have a right to expect the State of Michigan to furnish parking for them. The State owns the 36 feet back of the curb all along Hunter. The State can prohibit the use of this 36 feet for parking if it wishes. The State has done so in one block north of 14 Mile. Willing to Cooperate
"But the State has no authority to prohibit any commercial development on Hunter. That is a function of local zoning and I do not think that keeping commercial development off Hunter would be proper zoning."
"The State is willing to cooperate with the city on a plan on the shoulder areas of the road, and I expect that we will have a mutually satisfactory plan if we but remember that 36 feet is state

property and that the purpose of a highway is to move traffic."
The Mayor pointed to the excellent position in which Birmingham finds itself, with a fine credit rating. Improvements in which city and residents participate are not carried out until the city has the money necessary.
"We have valuable capital assets in our improved sewer system, disposal plant, water system, our machinery and equipment which is the latest and best that can be bought and which is paid for. We have a fine credit reputation to uphold. If the city did not have to install a single new service to newcomers for the next three years it could complete its sewer system plan and erase its debt entirely," concluded Mayor Mallerender.

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