

Teen Age Bowling Tourney Dates Set

Hillcrest Bowling League has announced the Fifth Annual double handicap to be held at the Hillcrest bowling lanes Thursday and Friday, April 17 and 18.

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Maple As A Trunkline?? Never, Please

"Where will the next state trunkline highway in this area go?"

This question has been troubling the Birmingham plan board and city commission as well as all city officials in the southern part of the county.

Monday night the commission acted on a resolution suggested by the plan board asking the city to consider the possibility of developing Fourteen Mile road and questioning that no further consideration be given Maple.

COMMISSIONER MILTON F. Mallender recalled that the city has been seeking a solution to the traffic problem on Maple since 1947.

"The big problem is that the state has few cross-state highways and a good deal of cross-state traffic," Mallender asserted.

"Fourteen Mile is the logical road for this traffic. There are no large areas of traffic congestion on the street with the exception of Clawson and Clawson has planned for the main artery by widening the street through the city," Mallender said.

Commissioner Ralph A. Main asked why the project go through Fourteen Mile could not receive federal aid.

"This might help the project go through," Main stated.

NEARLY A YEAR AGO, South Oakland communities, pressed for another main east-west artery to handle the county's swelling traffic congestion, began to point at the various mile roads north of Eight Mile road as the answer to their search.

The mile road selected, they decided with state highway department prompting, would have to be widened. It also would have to be a right-of-way with no serious bottlenecks running from Telegraph road on the west to Lake Clair if possible.

WIDENING BECAME the first restriction to hamper planners.

Nine Mile road was out. Ferndale's densely-built business section at Nine Mile and Woodward would present an impossible financing cost. Much of Hazel Park's commercial development is also centered on Nine Mile.

Ten Mile, though narrow, manages to miss business sections in all the cities it crosses. Maybe Ten Mile, officials believe.

Eleven Mile also travels through a business section of Royal Oak. Twelve Mile, main artery through Berkley, has also been pointed to as the solution. The street is wide, through Berkley's heart and is served by a viaduct under the Grand Trunk railway tracks in Royal Oak.

TOO MANY breaks in the right-of-way on Thirteen Mile make development of this highway as a trunkline impractical, it is believed.

Fourteen Mile, equidistant from Eight Mile, present state trunkline to the south and M-50, trunkline through Pontiac to the north, Birmingham planners hope will be named as the third state highway in this area.

But heavily-travelled Maple, already carrying more than its share of through traffic, may be the artery the state selects, Birmingham officials fear.

And Birmingham officials and merchants do not want this to happen.

"THE NAMING of Maple as a state highway would mean an great a loss to the city in values and cents as any project I can think of," City Manager Donald G. Egbert said.

Developing Maple as a trunkline would possibly mean the widening of the street to four moving lanes of traffic. Birmingham's business section on the street would undergo a complete face-lift with all business fronts torn off to make way for the widening.

City officials also fear a recurrence of the move in the business section forced by the widening of the street to four moving lanes of traffic. This move, which occurred on Woodward in the late 'thirties.

"PRIOR TO 1936," Egbert stated, "Woodward was the center of the business sector. Even-ing crossing through traffic made cycling and parking along Woodward hazardous and difficult and Birmingham's merchants made the move to Maple for the convenience of their customers."

City commissioners have one serious right-of-way break at the Birmingham golf course, but city planners suggest that the cost of constructing bridges in this area and developing the right-of-way would be no more than the cost of developing the other mile roads.

Tuesday the South Oakland County planning commission and county road commission met with members of the various cities to discuss traffic problems affecting all communities in the area.

Birmingham pushed their ideas that Fourteen Mile was natural artery, seriously harming no one community. The city commission and planning commission has stated that they will continue to away emphasis away from Maple and work for the development of Fourteen Mile.

Ask Bradford Paving

City commissioners have been asked to install a water main on Bradford between Eton and Melton and to pave the area as a part of their project for the same type of work on Melton. Howard J. Lichterman, representing several property owners in the area, pointed out that these residents would be saved considerable money if this were done. The matter was referred to City Manager Donald Egbert.

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Editorial

(Continued from Page One)

In 1942, our fire department was staffed with 14 paid men. In 1952, ten years later, they have 21 paid men. In 1942, the department had two pumpers and one aerial ladder. In the 10 years until 1952, that amount of equipment has not increased.

IN 1942 THEY SERVED slightly over 3,000 residences, commercial buildings and public buildings. In 1952, that total has exceeded 6,000—or more than doubled.

In 1942, the city's population was about 12,000. In 1952, it exceeds 20,000.

In 1942, the city's assessed valuation was only \$14,000,000. In 1952, the assessed valuation is over \$41,000,000—a gain of nearly 300 per cent. (Both these valuations were based on 40 per cent of replacement cost.)

In 1942, the fire department responded to 251 alarms. In 1950, our firemen answered 450 alarms. What does this all add up to?

It means that today the Birmingham resident has only half the chance of getting his emergency fire call answered that he did 10 years ago.

To put it the other way, his home has twice as much chance of burning to the ground because there are twice as many homes and business places to protect... with no more fire equipment that the city had 10 years ago.

THAT IS THE MAIN reason why our Birmingham firemen have their fingers crossed concerning the outcome of this \$350,000 bond issue—they are afraid the day is not far off when a second alarm comes in while their equipment is at the scene of the first fire.

If that happened tomorrow, there's nothing that could be done about it.

But with a new east side fire station, and with a new pumper and aerial ladder, that second call could be answered immediately.

All this can be paid for out of the city's future budgets without any increased current costs to the Birmingham taxpayer. The extra \$100,000 the city stands to get this next and succeeding years by applying a 19-mill tax levy on the \$5,500,000 valuation increase during 1951 will pay the \$21,042.50 principal and interest on the bond issue, plus the \$60,000 to \$70,000 yearly that will be required in additional salaries to the nine firemen who should be added to operate the new equipment.

IT SHOULD NOT BE necessary to mention that person or persons who may suffer terrible injury or death if trapped in a second alarm fire which could not be answered today with our 1942 amount of fire equipment.

Remember, too, that Secretary of Defense Lovett said just one jet fighter costs \$256,808. A modern fire station for Birmingham will cost \$350,000 or less.

The plane is built to be expended—the fire station will guarantee fire protection here for 30 years or more.

For these reasons the citizens should vote "Yes" next Monday to provide better fire protection.

YMCA Now In New Building But Not Open

The Birmingham branch of the YMCA moved this week to its new quarters on Lincoln and Edgewood.

But the start of activities at the new building will have to wait for painters, electricians and the janitor to clean the place.

Ed Kirbert, secretary of the YMCA, hesitated on giving an opening date for the spacious ranch-type headquarters.

"We have been held up so much in the past that I'm afraid to be definite about anything," he said.

The 30 x 70 foot building, built with the compliments of the North Woodward Builders Association, includes a lounge with fireplace, game room, kitchen, showers, utility room, office room and storage.

While Kirbert and his secretary attend to the work of setting up shop within the building, workers are finishing the final touches to the interior.

Once the building is finished, Kirbert will turn his attentions to developing the 240 by 278 foot parcel of land the building is located on.

The YMCA has been housed at 144 Maple for 2 1/2 years.

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