

IRVING IMOBERSTAG

Citizens Association voices anti-turnpike reasons (Eccentric Photo)

# Group to Attend Hearing; Refuses To Let Turnpike Map Be Displayed

In the refined atmosphere of Devon Gables, Telegraph and Long Lake road, a standing-room crowd of nearly 600 anti-turnpike ditizens jeered and cheered Monday night as the Citizens Protective Association of Michigan openly con-

Citizens Protective Association of Michigan openly con-demned all toll roads and readily announced its plans to "march or Lansing" come April 20.

A highly partian reaction was vident as the group planned its rapiful trip to the April 20 night teasion of the Michigan Sensin in finding committee which submitted nordest of the proposed 115-mile and tensive Zata report of Michi-urrpike and for support of Sensing and Antonal highway authori-for William A. Broomheld's and the submitted of the sub

olish the Micrigan a stand that toil are undestrable in this said Robert VanderKloot, nan of the Citiens group; by employing our own leys, we will aid any person to the citien of the c

CITIZENS groups from 21 com-unities and subdivisions voiced Children's Theater of the AAU Children's Theater of the AAU ling. They group will meet Wedn sacciation claimed is "the firm are righting." Mosher, F. N. Mosher, 312 Chester are fighting.

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## RUTH HAIGH

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Route (Continued from Page 1, Sec. 1)

bonds at a profit of 20 percent."

NANDERICATOR then added, "Someone is secure to make a died, "Someone is secure to secu

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turnpike were present, the citizens association expressed determination of carrying the fight even to the U. S. Supreme court is necessary.

ONE OF the interesting high-lights of the meeting was the report of freing ImOberstag, of the Dearborn City Planning Committee, who was asked to review another than the continuous of the Dearborn City Planning Committee, who was asked to review another than the continuous of the Dearborn City Planning Committee, who was asked to review another than the continuous of the Dearborn City Planning Committee, which was a selection of the continuous of the Committee of the Commit

get a decent financial support.
Schools require healthy, sound
physical and financial environments.
A for more schools, even
A teachers, becomes physically
paparent to sing grown-ups. We can
dramatize these needs and then
respond to the need for getting
them.
Birmingham's public school system never has suffered for a lack
schools, when the need was presented properly to the taxpayers.
YET THE corresponding need to
adequately pay the school system's
faculty never has been fully met,
though much progress has been
made in this direction in the past
lncreasing the salaries of teach-

Of the Control of the Control of the Control of City.)

Question: 'How accurate is your, cutmate of cost and manner of Manwer: Was completely confusing to anyone not steeped in high-way cost financing, federal-state road participation systems, and center around the proposed federal road programs, what he thought the participation ratio would be, and how that ratio, if it were apand the control of the control

ONLY CONCLUSION The Ecentric could reach following Zieg

with President Ike's road program, and
IF the federal-state participation ratio stays at its present 50-50 basis, and ashington wouldn't let the program of the program of the pro-tone for the program of the pro-tone fast enought to the Mon-roe-Bay City freeway. THEN Ziegler's freeway would have to be constructed piecemeal over a good many years.

### Turnpike

THE PROJECT will start at a power transmission and dist power transmission and dist power transmission and dist power transmission and dist power transmission and distribution of rights of Acadistion of rights of

d eight-foot surfaced shoulder.

TO FURTHER separate traffic ferring to possite directions, a close of the surface flowing in opposite directions, a close the surface flowing in opposite directions, a close of the surface flowing the surface flowing the surface flowing to the surface flowing the surfa

FOUR MONTHS AGO on its front page, the Birmingham Eccentric carried a story revealing the Turnpike Authority's proposed route through Bloom-· field and Southfield townships. A portion of this Dec. 16, 1954 issue is reproduced below;



Slow Burn Boosts Incinerator Costs

LEARN TO DRIVE

DUAL CONTROL METHOD

Michigan Driver Training

MI. 4-3325

em now under serious by city officials. nager D. C. Egbert said

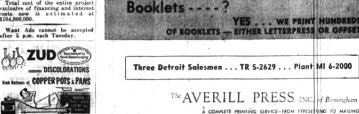
THE PROJECT will start at a power transmission and the point on U. S. Routes 24 and 25 to a day to the five and one-half miles southwest of Flat Rock.

From the Rockwood interchange and four-land and the start of the power of

Foxeroft commons, touching Telety graph.

THE TURNPIKE then would
g swing east about 1700 feet morth
of Lone Pine road and cross Telety graph to an underpass beneath
it woodward just northwest of the
Heidory Grove intersection.
He route swings east of Pontiac
and then turns back to the northwest towards Pinia, passing east
of Flint to a terminus at the Saginaw by-pass about five and onehard the route swings east of Pontiac
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IN ADDITION, some \$70,000,000 in materials and equipment which will be used to build the road will generate indirect payrolls of over \$25,000,000. Tarriers will receive over \$25,000,000 for "borrow" earth for embankments and grading purposes. Another \$1,000,000 will be spent for seeding and mulching the 40-foot median strip and the turn-payrons.



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