

# Freeway

(Continued from Page 1, Sec. 1)  
 Voorhis in Pontiac to continue his northwesterly route.  
 William E. Slaughter Jr., chairman of the MTA, knocked Ziegler's proposed free route, saying it had too many "ifs" in it. "We can't sit around and wait for the time to go by... we're going full speed ahead" to get the turnpike construction underway.  
 The Citizens Protective Association, which so vociferously opposed the toll road, now find that they have another land-eating monster on their hands in the form of a freeway, the route of which has not definitely been established, according to Ziegler.  
 The association has asked Ziegler to consider shifting his freeway route west of Telegraph road and back to it on the end of Northwestern Highway.



JORDAN H. STOVER III SEN. WILLIAM BROOMFIELD ROBERT VANDERKLOOT Turnpike opposition leaders meet before senate hearing. (Eccentric Photos)

# Highway Commissioner Plans Freeway

Plans made in 1951 for a free road from Detroit to Bay City were held in abeyance when the State Legislature later created the Turnpike Authority, authorizing it to build a parallel toll road, it was disclosed by State Highway Commissioner Charles M. Ziegler at the public hearing on Senate Bill 1147 in Lansing, April 20.  
 The free road, according to Ziegler, would provide the same traffic facilities as the toll road, with less mileage of construction and at a substantial savings to the people of Michigan.

THE IDEA of the Detroit-Bay City free road was revised, Ziegler explained, when groups of residents along the turnpike route demonstrated their unwillingness to accept a toll road.  
 Authorization of additional bond financing, Ziegler said, is all that is necessary to make funds available to start work on the free road. Ziegler said he was satisfied as to the feasibility of the route as far as obtaining right-of-way is concerned, and that uncertainty about an actual starting date for construction is no more serious than uncertainty about starting the toll road.

THE CONSTRUCTION of the free road can be expedited by bond financing as rapidly as a toll road, with the added expediency of not having to provide for toll gates, certain grade separations and other facilities necessary to toll road operation.



CHARLES M. ZIEGLER

Local men who spoke at the Lansing hearing lashed out at the toll road authority's arbitrary route without consultation with communities in the path of the "pike."  
 They also knocked the toll road as a threat to property values and as a "money-making proposition" for eastern financial interests.

To soften outcries from citizens, especially those in the Bloomfield township area, who fear the freeway as a new threat to their property values, Ziegler told members of the citizens' association that they should not worry too much because the route has not yet been pinpointed.  
 The route had not been pinpointed, either, when the association was formed to fight the turnpike, and this new route may mean another organization to fight the freeway, or at least keep it from their steps.  
 The battle still rages, and the issues, some of them not too clear, are still in doubt.

Nichols, senate highway chairman, introduces Broomfield as junior women dancing at YM.

Husbands of Junior Women's club members will be joining them for the Saturday night party at the YMCA, which marks Smith's first intersection to the Bowers street intersection was approved by city commission Monday.  
 The engineering department is now advertising for bids.  
 Are you thinking of buying a new home? Then read the "For Sale—Houses" columns on the Classified Ad page of this week's Eccentric.

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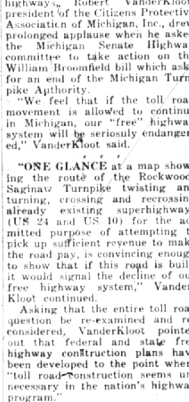
# VanderKloot Asks for Free Road System

Calling for free limited-access highway, Robert VanderKloot, president of the Citizens Protective Association of Michigan, Inc., drew prolonged applause when he asked the Michigan Senate Highway Committee to take action on the William Broomfield bill which asks for an end of the Michigan Turnpike Authority.  
 "We feel that if the toll road movement is allowed to continue in Michigan, our 'free' highway system will be seriously endangered," VanderKloot said.

"ONE GLANCE at a map showing the route of the Rockwood-Saginaw Turnpike twisting and turning, crossing and recrossing already existing superhighways (US 24 and US 10) for the admitted purpose of attempting to pick up sufficient revenue to make the road pay, is convincing enough to show that if this road is built, it will signal the decline of our free highway system," VanderKloot continued.

Asking that the entire toll road question be re-examined and reconsidered, VanderKloot pointed out that federal and state free highway construction plans have been developed to the point where "toll road" construction seems unnecessary in the nation's highway program.

It didn't seem right to us to permit eastern interests to drain millions from the pockets of Michigan motorists just because we all agree there is an acute need for better highways here in our state. There are less expensive ways of getting roads without resorting to toll financing," VanderKloot maintained.



ROBERT VANDERKLOOT

VanderKloot claimed that toll roads routed through highly developed residential areas lower property values and in turn tax income to the state, while free limited-access highways built through relatively undeveloped country generally increases property values because of ultimate development of the free road brings.  
 "BOUND ROAD and Northwestern highway are two good examples of such development (by free roads). Moved, when it was sent to Congress, but the state has a good tax return on property built up along the road," said VanderKloot.  
 "A straight line is still the shortest distance between two points," concluded VanderKloot. Michigan's free roads can't make this state the home of the automobile, the shining example."

The Birmingham Kanabans Hi-Y Club held its annual induction ceremony on Tuesday, April 26 at Barnum Junior High school. The proceedings began at 7 p.m. with the induction of the new members. Parents of the new boys pinned their emblems on the boys' lapels. Edwin Kirbird, president of the Birmingham YMCA staff, charged the officers and presented a short talk on the Hi-Y movement and its relation to the community.  
 Following the ceremonies, the boys and their parents were asked to remain for a short social period.  
 NEW MEMBERS inducted included Tom Bechtel, Tom Gillingham, Peter R. Harris, Bryan Hilliard, Ailyn Kessler, Roger Melke, Lee Webster, Alan Worthley, and William Yegor.  
 The new officers inducted were: Richard Brown, president; James Reeder, vice president; Maurice Baker, secretary; and Tom Gillingham, treasurer. These officers will serve until May of 1956.

Only nine times in the last 50 years has Pennsylvania production of bituminous coal been less than 100,000,000 tons. Its first hundred million-ton year was 1903.

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# Early Vote Requested On 'Pike

The proposed toll road between Detroit and Saginaw can be operated profitably only at the expense of our most populous urban communities and is therefore contrary to the public interest of a large segment of Michigan residents, it was stated.  
 This statement was made by John B. Poole, Bloomfield Hills, in a speech before the Committee on Highways in the State Senate on April 20. Poole is legal counsel for the Citizens Protective Association of Michigan, Inc., a group opposing the turnpike plans.

ORIGINALLY composed of residents of Pontiac, Franklin, Bloomfield Hills, Southfield and Bloomfield townships, the association now includes residents of Allen Park, Detroit and Dearborn, all communities lying in the path of the proposed turnpike.  
 Poole reminded the committee that the state legislature historically has always upheld the rights of local communities to a voice in the matter of road building and recognized the interdependence of urban planning and good road planning.

"HOW THEN can it be," Poole said, "that the legislature would authorize a Turnpike Authority to arbitrarily locate and construct a depressed or elevated toll road across and through populous areas most concerned with problems of urban development, without permission of the communities involved, and without apparent concern for the disruption of local municipal services and resultant damage to planned and zoned residential areas?"  
 Closing his plea, Poole said his association urgently requested that Senator Broomfield's bill be abolished the Turnpike Authority, S. 1147, under committee hearing, be submitted to the vote of the Senate at the earliest possible moment.

The State Highway department already owns all the sound, sensible right-of-ways for Michigan's highway needs and that is why the Michigan Turnpike Authority is not needed.  
 "This is why," Robert Mitchell, Franklin Village councilman, told members of the State Highway Committee in Lansing April 20th, "that we should not have a mass meeting protesting the routing of the toll road."

"WE WANT our Highway Turnpike Authority to take care of the State's free road system and not to be a ready for the Michigan Turnpike Authority," Mitchell said. "We will be glad to wait for a free road and only ask that the Commissioner be returned to do his work instead of being committed to private road business by the Turnpike Authority."  
 Mitchell told the committee that the State highway department could build a free road equivalent to the proposed turnpike for at least 30 per cent less than the figures quoted by the Authority, amounting to a difference in cost of \$54 million.



ROBERT MITCHELL

"FREE ROADS are just as important to this State as free schools they are for the benefit of all of our equal terms," Mitchell said.  
 "Both are main roads which would carry a greater volume of traffic if the turnpike is built, yet it only these roads that the village children could use."  
 "It does not take much imagination to realize that for all practical purposes Franklin Village would be destroyed as a community. And this is only one example," remarked Roseberry.

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TURNPIKE FOES CROWD SENATE  
 Overflow crowd spills onto senate floor at hearing.

**Kanabans Hi-Y Inducts Officers**  
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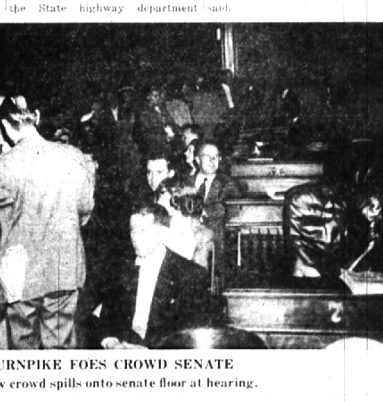
HAROLD A. ROSEBERRY REP. RICHARD VANDUSEN Local leaders discuss turnpike at hearing's close



JOHN B. POOLE J. R. MITCHELL

"I AMING the turnpike a 'Chinese wall of concrete,'" Roseberry said. "The authority on this ground that it is necessary to have a profitable route, proposes to run the turnpike the full length of Franklin Village, at a point which will cut off the east one-third from the other two-thirds of the village and make one-third an island between US 24 and the turnpike. Should the toll road be built, and proposed amendments, this could happen anywhere in the state."  
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# Franklin Viewpoint Presented

Speaking in behalf of Franklin Village residents, Harold A. Roseberry, village president, at the state senate highway committee hearing on a bill to repeal the turnpike act last week, recognized the state's need for more and better roads.  
 "We agree that the need is urgent," said Roseberry. "But we cannot agree, either as residents of Franklin or as citizens of the state of Michigan, that the Turnpike Authority has the answer to this problem."  
 Roseberry, asking what price citizens of Michigan were being asked to pay to guarantee this profit to a few," answered his own question in two ways.

FIRST—people are being asked to accept and pay for a highway which our own highway people say is the cheapest nor the best route.  
 "Second—we are told that unlike actual planning, the rights and interests of our communities must be put aside, because otherwise the profit-making turnpike cannot be secured. In fact, the authority, in developing the route of the turnpike, did not in any way consult with any of the communities which were affected."  
 Emphasizing these two points, Roseberry pointed to Franklin as "a good illustration of the high price people of Michigan are being asked to pay for this turnpike."

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