The kindly thoughts you hold toward another are of more value than you may ever guess. While to thinking, your thoughts are not shackled by the evils of pessimism, or criticism; kindly thinking is therapeutic.

The Birmingham Eccentric

78TH YEAR—NO. 23 | BIRMINGHAM, MICHIGAN | THURSDAY, AUGUST 18, 1955 | 34 PAGES | SECTION ONE

Serving the Citizens of Michigan's Finest Suburban Residential Area

The Nation's Top Suburban Weekly

SEVEN CENTS

To Build $500,000 B. Siegel Co. Branch Here

THIS and THAT

By G. R. A.

No. 8 Of A Series

LOG OF A WESTERN TRIP . . . GLACIER NATIONAL PARK, MONTANA:—Here we are, Phil T. Rich, Midland, Mich., newspaperman, and I, with 6766 miles on the speedometer of the Nash Ambassador car that has faithfully transported us so far on our western trip. We have just completed a three-day horse-back pack trip to Lake Elizabeth and the Belly River, where we did some fishing and took pictures . . .

Rich and I, on our way back home from Seattle, Vancouver, Victoria, etc., decided that we would again try to make that delayed fishing trip into the Park, and so we called E. G. Wellman, of Belton, Montana, (also known as West Glacier), who has the saddle horse concession in the Park.

You may recall from a previous story I narrated that, July 1, we wanted to make this same fishing trip, but the windy, cold and snowy weather prevented us.

BUT NOW, JULY 20, when we again arrived at the Many Glacier Hotel, the weather was ideal.

It was about 1 o'clock that afternoon when we took off on three saddle horses and two pack horses, for what we had been told would be a six mile ride over mountain and valley trails to beautiful glacial Lake Elizabeth.

Our cowboy guide was Bob Cottrell, born and raised in Montana, and flashingly attired in a large black western hat, flaming red shirt, blue Levis, and yellow cowboy boots!

Only 26 years old, and goodlooking, too . . . well, while Rich and I lacked in good looks Bob and the horses made up for the difference!

Now, Dear Reader, let me answer, perhaps, a question that may have come to your mind about this trip . . . neither Rich nor I had been on a horse for 30 years. The six mile trip turned out to be nine that first afternoon. The first part of the trail was down a rather steep mountainside for about a mile and a half; we had to cross a dozen not-too-large streams; our route led through several valleys, a few flat spaces, and (I'm only guessing now), I figure (or at least part of my figure suggested) that I had bobbed up and down in the saddle approximately 76,419½ times . . . a distance in itself of some part of one or more miles.

INDEED, WHEN WE reached Lake Elizabeth four hours later, I was very happy to relieve Sport (my horse's name . . . only I called him "Paint") of the burden of carrying me upon his wobbling back.

(And right here I might as well reveal that the trip back, two days later, over a very different route, was 12 miles long. It was, I believed at its conclusion, the longest ride any human had ever taken in one day . . . that is, of course, if one's strained knees and spanked posterior could bear witness to the experience. And let me also say, too, that my pal Phil Rich, though

(See THIS & THAT, Pg. 6, Sec. 1)

Believes US May Be Climbing to Higher Permanent Economy

Agriculture and industry must think big and act big if they are to live up to the great potentialities of a booming American market, Irvink A. Duffy, Ford Motor company vice president and general manager of the Tractor and Implement division, told the International Apple Association convening at the Hotel Statler today.

"Most of us are accustomed to thinking of our 1955 economy as a boom economy," Duffy told the assembled apple growers, processors and shippers. "Production and consumption of goods, employment and personal incomes, savings—all are climbing toward new highs.

"We are beginning to suspect that we may be at the start of what is not so much a temporary boom as new norm of economic activity leading to a generally higher plateau in American living standards. We may be standing on the threshold of a new American market reflecting a new look in the American consumer."

IN SUPPORT of his optimistic predictions, Duffy pointed to the built-in boom based on the accumulated resources of ten years of unparalleled prosperity; the built-in stabilizers that have become a part of the American economy; the tremendous expansion in population which adds to the U. S. every ten months a city the size of Detroit; and the great potential stimulus that may come from a genuine relaxation of world tensions.

"One of the things that we in the auto industry have learned about thinking big for the future is that we must be prepared to act big," he stated. "The same is substantially true of many farming enterprises.

"WHILE THE trend to larger operating units continues in industry and agriculture, cooperatives and similar joint undertakings have brought to the small farmer the cost-saving and other advantages of bigness.

"It seems unquestionable that the general move toward greater automation in industry, taken together with the decline in farm population, adds up to still further and faster mechanization of agricultural production, processing, packaging, and distribution."

Duffy pointed out that keen competition in a bigger and better market will make it increasingly impossible for the high-cost, marginal producer to remain in business.

"I SUGGEST particularly," he added, "that all of us who are concerned with the distribution of products must be especially alert and imaginative. We have had our production revolution; we are in the throes of a distribution revolution."

If industry and agriculture think and act big, he said, "we can increase our gross national product by almost 200-billion dollars—or more than 50 per cent—in the next ten years. We can more than double our present living standards in the next 20 years."

1st Hearing Monday on Pollution

Representatives of four area communities, seeking a solution to sewage problems, were asked to recommend that their respective governing bodies advance $2,000 each for engineering costs to round out plans for construction of a sewage line north of 14 Mile road.

The four communities involved are Birmingham, Troy, Bloomfield township and Bloomfield Hills.

All but Troy have been cited by the State Water Resources commission for pollution of the Rouge River, along with Lathrup and Southfield, both as a city and as a township. Oakland county circuit court action is pending.

Birmingham, which this week approved its $2,000 share of the engineering survey, appears in Pontiac next Monday morning at 11 o'clock.

THIS WEEK commissioners instructed City Attorney Forbes S. Hascall to see if the state will amend its position to let Birmingham proceed a the same pace as Southfield township.

The state proposed these deadlines for Birmingham:

May 1, 1956, for a determination whether to proceed independently or jointly with one or more municipalities;

July 1, 1957, submission of plans to state health department for abating the pollution;

Oct. 1, 1956, award of construction contract; and

Dec. 31, 1957, abatement of pollution.

IF THE STATE won't let Birmingham have the same dates as Southfield, then Hascall will have to get further instructions at a special meeting sometime before next Monday.

Mayor Charles Renfrew made the request for the same dates as Southfield when City Manager D. Egbert said the state unofficially was planning to have all the other communities get the same deadlines.

"Well, then, what's the matter with having such a plan actually written into the agreement?" Renfrew suggested.

The proposed sewer line would enter the Birmingham sewage treatment plant, which is scheduled for a $700,000 enlargement and improvement to meet the State's demands for abatement of pollution.

OFFICIALS of the engineering

(See POLLUTION, Pg. 2, Sec. 1)

FISHING IN ROUGE river isn't so good, but it's fun, agreed James and Christopher Charles Koch, 898 Puritan, and Paul Kuebler, 388 Baldwin, shown left to right. Chris, 5, had four bites, says he got one in air before it got away. (Eccentric Photo)

Spring '56 Opening Expected

Construction of a half-million dollar Birmingham branch of the B. Siegel Co. at the southeast corner of Maple and Bates street will get under way immediately, with completion expected by early spring of 1956, it was announced today by Company President C. A. Kramer and Executive Vice President Bernard F. Walker.

This announcement confirms company plans to locate a store here, first mentioned several months ago when a proposed alley in that block was before the city commission.

Building plans were filed Tuesday with the Birmingham city building department.

KRAMER SAID the decision for a Birmingham branch ties in with the company's 75th Jubilee Anniversary scheduled later this year.

He explained the store was being constructed in the city's main-line shopping center "after repeated requests from Birmingham's citizenry . . . and only after careful survey of Birmingham and the surrounding area's fashion wants and needs."

Walker stressed the branch will be a complete fashion outlet for women and children, with assortments of apparel, shoes, millinery and accessories comparable in scope and quality to that carried in their Woodward Detroit and Seven Mile road stores.

HE SAID the local branch would make possible the bringing to Birmingham of fashions of many noted designers and some of the country's foremost manufacturers, now confined exclusively to B. Siegel Co.

The store will have 80 feet of Maple frontage, with 120 feet on Martin street. Entrances will be provided on both these streets.

Of tri-level construction, with coco-colored brick, completely air-conditioned, the single level will face Maple, the two-story side on Martin.

HAVING TO make way for the new building are three old Birmingham homes—one on Martin which is about 125 years old, and two along Bates which are approximately 75 years old.

The Siegel company will lease the building from the Maple-Bates Corp. of Detroit, headed by President N. M. Shostak. Shostak for many years has been prominent in development of Detroit metropolitan area shopping centers.

Shostak stated plans are underway to redevelop the balance of the area with complementary stores catering to community needs.

THE STORE interior, Kramer said, is receiving special attention.

"While the upper level will feature an elaborate salon for designers' merchandise, full recognition is being given the trend toward 'customer self-selection' where suitable," explained Kramer.

He said the country's foremost designers were engaged to give this store for Detroit an extraordinary array of sharply designed special-purpose fixtures, specially lighted and arranged to show customers full lines of stock classifi-

(See SIEGEL, Page 6, Sec. 1)

Storm Headlines Recall '54 Gales

By ALICE E. MORGAN

With hurricanes Connie and Diane making headlines this week, Birmingham's new assistant city manager, Dana Whitman, is thinking back to Carol and Edna of 1954. Whitman at that time was city manager at Holden, Mass., one of the communities in the path of the two storms.

Carol, he recalls, struck on Aug. 31, with Edna hurling her forces against the area only 11 days later.

"With the two striking so close, it was hard to say where the damage of one left off and the other began," Whitman said.

"We were fortunate in that residential and other property damages, along with personal injuries were low. Public utilities and city property, such as trees and streets, were not so fortunate."

HE SAID Holden spent about $27,000 in utilities repairs and tree removals.

"Carol dropped nearly five inches of rain on us in a matter of about five or six hours," he said. "That brought enough havoc without the wind.

"There were perhaps forty flooded basement calls from the first storm with more than double that on the second. The ground was too saturated to take care of the downpour.

"In that storm we even had to pump out a pond to keep it from overflowing across a road."

WHITMAN SAID tree removals and washed out streets and roads were the biggest problem.

"Our fire department was all volunteer, and the police partly volunteer," Whitman said. "The men were on standby duty when the storm warnings were received, and later operated the radio equipment we were able to install in all city vehicles.

"My office became the general headquarters for storm reports, with trucks being dispatched to trouble spots.

"After Edna struck we spent three days hauling gravel for fills on washed out shoulders.

SMALL GULLIES, little more than hillside, became raging torrents that destroyed roadways over wide areas. Street crews worked continuously to make travel over the gravel and oil thoroughfares safe.

"As far as utilities were concerned," he said, "we did very little restoring lights and phone service until after the storms ended. It was too dangerous for men to try to work on poles while that wind blew. We restored most of the home service in a matter of five or six hours and let the street lights wait."

Whitman said that during both cleanup jobs, evidence of the 1953 tornado and the 1938 hurricane were found. In some areas stumps and fallen trees remained, showing that the clearing away had

(See STORM, Page 6, Sec. 1)

BHS Rules Tightened By B of E

Tighter restrictions were adopted by the Birmingham board of education Tuesday for controlling student parking and mid-day activities at Birmingham high school.

The more stringent rules were set down by the board as result of illegal parking by the students on some of streets in the area and also due to damage of autos in the parking lot and especially lunch hour problems.

ACCORDING to school officials, nearby residents have complained that students have been eating lunch on lawns and private property, as well as school lawns, leaving refuse and cigarette butts behind.

The students at the high school have a 30-minute lunch period.

Under the new rules, students shall not be allowed to leave the school grounds from the time school starts in the morning until the closing of school in the afternoon.

STUDENTS will not be permitted in the parking lot during school hours except by special permission from the office, and all students' and teachers' cars shall be parked in the parking lot. There shall be no parking of student cars on the west side of Cranbrook road.

These policies were endorsed by the administrative council and although "they may not solve all the problems, they may be reduced by taking this action," said Dwight B. Ireland, superintendent of schools.

"THERE HAVE been numerous complaints about damage to automobiles in the parking area," said Ireland.

All makes of inner spring mattresses repaired. One-day service. ROYAL MATTRESS COMPANY, Dial "O" and ask for ENterprise 6319.

Suspicious Car Reports Increase, Moxley Reveals

Police department reports on suspicious cars and persons in the City of Birmingham are on the increase.

"It's not alarming," Police Chief Ralph W. Moxley said today, "but it does show that the tragedies which are happening around us are on the minds of our citizens.

"We therefore are encouraging this because we would rather check out a hundred false leads than have one tragic incident because someone did not report a suspicious person.

"This is especially true," he continued, "in areas where there are a number of children. In addition to keeping youngsters under watchful eyes, parents will do well to have an investigate any person who loiters in the neighborhood, especially those who stop to talk to children.

"MICHIGAN has had altogether too many incidents of children being molested and murdered. It's too late to take corrective measures after this has happened. Since police cannot be in every section of the city at all times, we must depend on the public for help.

"Remember always that the protection of human life is the most important job your police department has. Help them to protect you and your children by alerting them whenever you spot a suspicious person in your neighborhood."

Old Bell Saved For Pine Lake

Old settlers won out over newcomers in Pine Lake area with the Tuesday night decision of the Bloomfield Hills board of education to save the old bell that once hung in Pine Lake school.

The old bell, that called children to study in the one-room school for generations, will be installed into the new building soon to be built in the area, the board decided.

SITE FOR A new school has been purchased, it was announced at the board meeting. The new building will stand on the 12-acre tract known as the Callow property on West Long Lake.

Families who have had children of several generations attending the school asked that the bell be preserved when the Pine Lake school was abandoned as a school.

Newcomers to the area had spotted the bell as a decorative item to hang in back yards, and several wanted to purchase it.

SUPT. EUGENE L. Johnson of the Bloomfield Hills schools estimated the bell was over 100 years old. Children who had attended Pine Lake school now attend Vaughan school, he said.

The bell is being removed from the old school and being stored pending building of the new school.

Skating Rink Slab Contract Awarded

Award of the contract for the service building and slab for the Eton park artificial skating rink went this week to the Chissus Construction Co. of Birmingham.

Chissus bid $86,000, or $571 higher than low bidder Charles R. Beltz & Co. of Detroit.

The architect had recommended this contract go to the second low bidder, because the low bidder seemed to be primarily a mechanical trades contractor.

MAYOR Charles Renfrew and Commissioner Florence Willett voted against giving the contract to Chissus.

"I think we should hold to the low bidder system of a ward, especially with someone who has built more than a dozen successful rinks, many of them in Michigan," the Mayor explained.

Next Monday, commissioners expect to have before them the bids for installation of the refrigerating portion of the rink.

ESTIMATED cost of the entire project now is around $138,000, and does not include $15,000 work of parking which was included in a $125,000 rink bond issue passed last April.

Parking Committee Gets New Members

Three new appointments to the Birmingham Chamber of Commerce's off-street parking committee were made this week.

Jim Maynard of Watt, Manuel & Snyder, realtors, James Kilpatrick, (Hindshoch's local branch manager), and Donald Cummings (Wilson Drug Co. office manager) were named this week by President Henry Selters.

Other committee members are James Couzens, (McBride Hardware Co. owner), Henry Dahlquist, Sr. (of Dahlquist Sales Co.), and Paul N. Averill (Birmingham Eccentric business manager).

This committee, Selters said, will continue its efforts to promote adequate downtown parking.

Don't Be a Squealer When Driving

EDITOR'S NOTE: Townsman Dr. Ralph L. Lee, 938 Lakeside, Birmingham, in the following article admits that for a long time he has listened to squealers and wondered what steps he could take to lessen the volume of the squeals and the number of squealers.

A former missionary, research foundryman, public relations man who still writes a monthly column "Man to Man" in "The Foundry" magazine, he thought The Birmingham Eccentric could help him if it published his comments on "How to be a squealer."

Now assistant rector at St. James Episcopal church here, Dr. Lee has successfully raised a son and daughter—so he knows something of the hard-to-control enthusiasm of youth.

BY DR. RALPH L. LEE

During the school season I usually can tell when high school is out by the sound of tire squealing stops, starts and turns.

And at any time of the day, night or year, I feel quite certain that almost anyone, blindfolded, could estimate the youth and lack of experience of certain drivers who pass his door from the sound of their squealing tires.

The other afternoon on my way home from an errand downtown, I saw a very young fellow make a two wheeled, squealing turn much too close in front of me, saw him step on the gas to recover from the turn and come to a screeching, gravel scuffing stop, half way down the next block of the street I was traveling.

He leaped out of his car, slamming the door and ran up the front walk and steps onto the porch, shook hands with another very young fellow and sat down to visit.

TO ME, being of a mechanical turn of mind, these squeals mean rubber being ground off the tires needlessly, brake linings wasted, and clutches, transmissions and differentials brought to an untimely death, to say nothing of far too many tire squealers.

I of course know that boys will be boys with an irresistable urge to give vent to the thrill of life they feel along their keel. What I can't grasp is how tire squealing manages to serve as this vent. What made it a fad or what it is supposed to represent?

It does not identify a good driver. Professional drivers, who have logged hundreds of thousands of accident-free driving yes, even race and test drivers, will tell us that the first sign of a good driver and all the car marks are smooth starts, smooth stops and smooth non-skidding turns.

AS AN OLD airplane pilot, I'll say that the same thing applies to flying—smooth take-offs, smooth landings and smooth, non-skidding turns. If you want to be snubbed and called a dub in good flying circles, just fly like tire squealers drive.

I imagine there is a much larger group of young people who, knowing the facts of driving life and death, would feel like social outcasts if caught by their closest friends childishly squealing their tires.

Maybe these folks could join together in sort of a loosely organized fraternity to do a bit of research work. Find out why tire squealing appeals to those who haven't learned to drive, but think they have—and what the squealing is supposed to represent.

AFTER THE fraternity finds out, maybe they can convert the squealers.

The initiation test would be making good time without upsetting a milk bottle on the floor of the car. The funny thing is, that over the long run you can make better time keeping the bottle upright.

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Meets Rescuer After 11 Years

Time turned backward last weekend for William H. Spinning of 357 Waddington, when he visited with Marcel Cola of Paris, France.

Cola, associated with the Ford Motor company there, was directing underground activities in France during World War II, and checked Spinning's background and registrations for safety after the flyer was shot down on Feb. 2, 1944.

"I was found by a farmer," Spinning recalls, "who gave me shelter even while he wanted no part of me. He had just been released from prison for having given shelter to a group of downed RAF men. He got rid of me as quickly as possible, and I met Cola."

SPINNING'S stay in France was mostly at a boy's school, where he remained in hiding during daylight hours. He worked with the men in charge of forged papers and documents, such as ration cards and other forms of personal identification.

"My fingerprints were on most of the papers which went out of these quarters. It's just a good thing for a lot of fellows that the Nazis did not check prints on documents against those of the men and women who carried them!"

COLA, NOW visiting this country on a combined vacation and business trip, notified the Birmingham man of his presence and a visit was arranged.

"It's like living it over again," Spinning said. "I've been trying to get the whole thing down on paper and find that Cola is filling in many of the gaps for me.

"He's a wonderful man, not just because he helped save my life, but for what he did for France and for the way he has returned to civilian life as a very successful businessman."

STRICTLY FRESH

Fellow across the desk from us says he's willing to make a great sacrifice to further the earth-satellite program. Wants to send his mother-in-law along as the first passenger into space.

With the knowledge that the earth-satellite program has caused men of all nations to fix their eyes on the stars comes the pleasing thought that they'll have a lot less time to eye the borders of each other's countries.

The earth-satellite program is an all-stars game in which the scientists come to bat.

Russians say they hope to build a satellite station which will carry human beings. This shows that the Kremlin hierarchy plan to keep their feet on the ground.

The satellite which the United States is expected to launch sometime in 1958 will travel around the earth once every 90 minutes, or in about twice the time it takes for a rumor to make the rounds.