

We might never forget that every time we receive an aid or service from government, we become beholden to it; therefore, we, if freedom is our desire, should hold our requests from government to the absolute minimum.

The Birmingham Eccentric

Thursday, March 10, 1955

SECTION 5

'Round the Towns

Slaughter Explains Turnpike Stand, Answers Opposition

Route of \$154,000,000 Turnpike Due in April

In an effort to explain some of the efforts that have gone into the study of a proposed Rockwood-Saginaw Turnpike, and to answer growing opposition to the toll road, the Michigan Turnpike Authority this week issued an 11-page report of their work to date.

William E. Slaughter, Jr., head of the authority, pointed out in the report that the \$154,000,000 road, with expected completion date set for early 1958, "must go close to the cities in question." (Detroit and Pontiac)

Rep. Van Dusen wants opinions regarding proposed turnpike. See story on Page One of Section One.

out in the report that the \$154,000,000 road, with expected completion date set for early 1958, "must go close to the cities in question." (Detroit and Pontiac)

THE REPORT goes on: "It has been proposed by interests in the northwest residential area that the route should not follow Telegraph road, crossing Woodward just south of Pontiac and go up along the east side of Pontiac toward Flint.

"Instead, they say it should go to drive three miles west of Telegraph road at each end of Pontiac all the while.

"Our engineers discussed and discarded that route over a year ago because when the traffic pattern became known it was readily seen that the Detroit-Pontiac traffic (which is substantial) is not

request. The survey is exhaustive and cost over \$400,000, has taken one and a half years employing the best firms in an effort to provide the best route at the least cost, with maximum concern for the land owners involved.

"The name being used for the route—Flat Rock to Saginaw—is misleading because it actually implies that the road is being principally designed to carry the traffic that wants to move the full 115 miles between those two terminal points.

"SUCH IS not the case, so far as the present let's adopt a name that better describes the real purpose of the road and call it 'Driver's Delight Turnpike.' For that is what it will be when it is in operation.

"The report indicated that 400,000 drivers had been interviewed during the studies, and of traffic moving between Toledo and Detroit, only 18 per cent wanted to go beyond Detroit, and only 12 per cent wanted to go further than Pontiac.

"The survey indicated, Slaughter continued, that 60 per cent of traffic north of Detroit was between that city and Pontiac. Detroit was termed the "prime traffic generator."

"OUR TRAFFIC engineers tell us that this traffic pattern is identical to that of most large cities

in that only a small amount of traffic goes around a big city—most of it plunges into the city traffic jam and helps make it worse.

"This all adds up to the fact that the turnpike project to do any good in relieving this situation, must be built as close as possible to the routes people want to travel on their short trips—to and from Pontiac—first of all, to and from Flint, third.

"A substantial volume of traffic would be interested in having turnpike facilities available so they could circle Detroit on the west side and travel from, say North-western to Ford road, or from, say Schoolcraft to Willow Run Expressway, or any combination of these points in order to avoid the traffic jams, stop lights and low speed limits on Telegraph and Southfield road in that same corridor.

"A LOT OF commuters from the rural northwest section and Pontiac area also want to have a modern road to go to Northwestern Highway, so that they could avoid the traffic jams, stop lights and low speed limits on Telegraph and Southfield road in that same corridor.

"The traffic wants to get where it is going as fast as possible, with minimum delay, and the traffic will go

along its old route and suffer through traffic jams. To build a road of any kind, be it turnpike or a free way, where the traffic does not want to go, is foolishness.

"ENGINEERS" advised that the average trip on our Pike would be about 30 miles in length, further proving that the Pike is mainly going to serve commuter traffic.

"The Michigan Turnpike Authority revenue bonds, incidentally, are not guaranteed by the State of Michigan or any other body of government, but are only to be paid out of the earnings from the road itself; therefore, the whole project must be a business-like affair of the bond buyers, insurance companies, investment companies, and the general public, will not be willing to pay out and take the long wait for payout.

"A TURNPIKE is a business corporation operated in the public interest to build tomorrow's roads today. To succeed, it must produce the right road at the right place, at the right time, in the right way, or in any other transaction a turnpike cannot afford the luxury of appeasing special interests.

"The main body of protest against the turnpike which recently has developed comes from some landowners near the area surveyed. Many are currently engaged in a lawsuit to stop the project which will never fail.

"WE CAN ONLY ask, before citizens repeat turnpike gossip, wait until the exact route is determined and announced in April. When we then know and say exactly where the turnpike should go, then we can talk sensibly about protests.

"Now a word as to why the Authority cannot move the route further west as many people seem to want.

"First, the route selected was not deliberately chosen by our engineers to 'split cities in two.' The route was selected to serve commuter traffic, in order to avoid the traffic jams, stop lights and low speed limits on Telegraph and Southfield road in that same corridor.

"We also had studies made of a route closer in to Pontiac's west side and found our route would be more desirable at a cost of \$2,000,000 per mile as compared to \$2,000,000 per mile as our route.

"The projected route in the east side of Pontiac takes it through vacant industrial property and so places the route that it can serve Woodward traffic and M-24 traffic to Oxford, Laker and rural communities in that direction.

"As for 'splitting' cities and cost of turnpike and Monroe as villages, if the turnpike, exactly as planned, is the cost of the extra parallel, nearly free road, allows structures the turnpike will build the free flow of road traffic on in order to carry traffic over every cross road by either building under existing free roads, bridges or overpasses, how can it be that the turnpike is in the name of the State of Michigan and as such as the revenue

"Certainly the right-of-way is fenced, but so is every farm; so are most institutions, factories and homes. And fencing serves a good purpose. It keeps pedestrians, children and jaywalkers from wandering out onto the high speed highway.

"THE CONSTRUCTION of the Michigan Turnpike will in no way impede or otherwise interfere with normal traffic flow on existing state, county, and local highways.

"The statement is often made by the opposition that the turnpike will cost \$1,500,000 per mile to build and the inference is made that 'special interests are going to get rich.'

"In contrast, they say the Michigan State Highway Department is building the Monroe Expressway to the same specifications at a cost of \$2,000,000 per mile as our route.

"Let's divide \$2,000,000 (cost of Monroe expressway) by 21 miles (length of Monroe expressway) and we get a cost of \$95,238 per mile for the Monroe Expressway, approximately two times the figure our opponents are quoting.

"THE ONLY true difference in cost of turnpike and Monroe as villages, if the turnpike, exactly as planned, is the cost of the extra parallel, nearly free road, allows structures the turnpike will build the free flow of road traffic on in order to carry traffic over every cross road by either building under existing free roads, bridges or overpasses, how can it be that the turnpike is in the name of the State of Michigan and as such as the revenue

from tolls pays off the bonds (estimated at 24 years) the Turnpike by law becomes a free road and the highway commissioner takes it over completely as a part of the free road system.

"The more traffic we attract, the more revenue we earn, the quicker we can pay off the bonds and tear down the toll gates.

"THE ONLY 'special interests' that the State Highway Department has to worry about are the people of the State of Michigan and the drivers who will get much sooner to use 'Driver's Delight' as a free road.

"We (the four unpaid turnpike commissioners) are acting under a mandate of the Legislature to study and build a north-south Turnpike project, if it is financially feasible, to serve and relieve the traffic congestion in this certain corridor.

"That we want to do with the least discomfort to those along the route, but whether we build the new road or, as some have suggested, the State Highway Department builds the new road, it is going to have to disturb some people if it is to do the job intended to be done—now.

"THE TURNPIKE program is the fastest means to get some relief from the traffic problem we all face today, and we expect to have you enjoying 'Driver's Delight' as early as 1958," Slaughter concluded.

PEOPLE'S COLUMN

Cites Southfield Road Conditions

To the Editor:

This is an open letter concerning our bad roads in Southfield Township, especially 14 Mile road. Fourteen Mile road is used by the City of Birmingham for transporting children to and from school by busses, for which we pay high taxes.

We subscribe to your paper, but I am disappointed because not a line is mentioned about the tax payers in "Peaceful Valley" who were and still are isolated by the muddy conditions of 14 Mile road between Cranbrook road and Lathrup road.

OUR PEOPLE park their cars on 14 Mile road and Kenwood Meadows, then walk through mud to get to their homes.

What I can't understand is how people with so much influence in Birmingham and Southfield can stand for such nonsense after paying such high taxes—double and triple what they paid in Detroit.

If this is what they call suburban living in this day and age—then count me out.

HARRY R. KIMMUSHYN
31555 Eastlady Drive
Southfield Township

Court Weighs Fens Trailer Injunction Dismissal Plea

SOUTHFIELD—Fens Trailer Park owners, under temporary injunction to hold back extension of their trailer park, this week sought dismissal of the injunction before Oakland County Circuit Judge George B. Hartwick.

An opinion on the dismissal plea was expected late this week. Oakland Hills subdivision residents asked and were given the injunction last month after they learned that the Park planned an additional 300 trailer sites.

THE PROPOSED new trailer sites would back into home owners' lots along Longcrest. Residents, who have protested camp owners, twice suffered defeat in legal battles with Fens Trailer Park owners in the past.

Art Galleries Open Only On Weekends During March

CLEANBROOK—The Academy of Art Galleries museum will be open to the public on Saturdays and Sundays only during March. It was announced last week by Wallace Mitchell, new academy director.

Mitchell said the new schedule is to allow for rearrangement of exhibit areas.

During this month the Levin Collection of modern art will remain on view from 2 to 5 p.m. on weekends. Regular daily hours will be resumed in April.

Walnut Lake Variety Show Is March 14

Residents of the Walnut Lake school district are looking forward to March 14 at 8:00 p.m. when the members of the PTA are presenting "Surprise of a Lifetime," the first musical comedy type show which this organization has put on.

Local talent will perform in blackface skits, cancan and soft shoe numbers, and as pitchmen, all in authentic costume, and neighbors will be seen as never before in the show which will span the years from the nineties to the present.

PRODUCED and directed by Mrs. Richard Freund who has been connected with Columbia pictures and in the legitimate theater and nightclubs in New York, assisted by Mrs. Otis Fockler, the book is by Robert Stevenson, and music under the direction of the John Phelps. What is the "surprise?"

The entertainment will follow a short business meeting. The annual election of officers is scheduled in the business of the evening. Refreshments will be served from 7:30 to 8:30 p.m.

Lathrup Girl Scouts Hold Weekly Swims

By DOROTHY C. ZATTEL

LATHRUP—Each Saturday afternoon 35 Lathrup Girl Scouts leave Lathrup School for Highland Park Y.M.C.A. swimming pool.

Two coaches accompany the group and turn the girls over to an expert instructor who has divided them into three groups according to their abilities.

These Saturday afternoons have filled a growing need in the community for a worthwhile use of leisure time. The classes have been attended enthusiastically.

Special thanks are due to the Southfield Schools, Department of Recreation who sponsored the project, and to the teachers who give their Saturday afternoons to work with the Recreation leaders.

THE PROJECT was planned and organized by Mrs. E. N. Hitz, 7th grade girl's physical education teacher of the Southfield Schools, and Mrs. Frank R. Tischler, Neighborhood Chairman of the Girl Scouts.

Teachers who have accompanied the caravan and signed the Girl Scout "Poolside Personnel" book are Mrs. and Mr. C. Foster, Mrs. Clare Richmond, Miss Kathryn McLean, Mrs. Ned Sams, Mrs. Homer Knight, Mr. James McLean, Mrs. Hollis Whitaker, Mrs. Cecil Holley, and Mr. and Mrs. William Hall.

Troy Man Jailed For Shooting Dog

TROY TOWNSHIP—A 44-year-old township man who shot a neighbor's dog, was ordered to pay costs and serve two days in jail Saturday by Troy Justice Court.

Charles Lincoln of 1825 Birch, who claimed the dog kept him awake, according to Albert Sundell, of the Oakland County Animal Welfare Commission.

Lincoln said the cocker spaniel, owned by Tony Jankowski of 1945 Chapin, on Feb. 27, according to Sundell.



LATHRUP GIRL SCOUTS AT POOL. Senior scouts pose for camera before plunge



SATURDAY AFTERNOON SWIM CLASS. Highland Park Y.M.C.A. hosts Lathrup junior girl scouts

Interceptor Group Moves To Accept New Allocations

Though there were some differences of opinion, representatives of the five communities which are engaged in the Evergreen Interceptor Sewer Project agreed Monday to accept a preliminary allocation of the five community governing bodies.

Three communities have already accepted the new allocations and the other three are planning meetings for tonight and tomorrow night to reach a decision before the community representatives meet again Monday at 9:30 a.m. in the Bloomfield Hills city offices.

BIRMINGHAM city commissioners Monday night approved their share of the allocation by a 4-2 vote.

Commissioners Dean Beier and V. B. Watkins objected to the basis that this revision was made at Southfield's and Lathrup's request and therefore these latter two units should indicate their acceptance before Birmingham did.

"It's just bad bargaining practice," they explained.

Mrs. Fannie Adams, Southfield township clerk, was the only dissenter Tuesday night as that governing board moved to accept their share of the proposed cost.

SOUTHFIELD can't be sure that they will be able to go ahead with the interceptor, though, until the township voters approve of the plan on April 4.

An alternate proposal to the Evergreen interceptor, which the board voted onto the April ballot, if passed by the people, would mean that Southfield, township would "go it alone."

"I hope they don't pass," said Trustee Eugene Swann, who proposed the alternate solution two weeks ago during the height of the work wrangling.

BLOOMFIELD HILLS city commission Tuesday night unanimously voted to approve the revised allocation.

Motion to accept the change was made by Clarence Otter, seconded by John Bugas, Mayor James Beresford said that it was his belief that construction of the interceptor is vital to the progress of the entire area.

He pointed out that the city has several times in the past affirmed its willingness to pay a fair share of the cost. "I do not believe the increase is excessive," he said.

MEETINGS To consider the revision were slated by Troy township and Lathrup. David E. Anderson, Bloomfield township supervisor, said he expected the new cost estimates would be passed by the township governing body. (See GROUP, Page 2, Sec. 5)



VIRGINIA Coutts of Troy township, a senior at Central Michigan college, is shown talking with Mrs. Eleanor Roosevelt just before the widow of the late president addressed a college audience during a recent Artists' Course program at Varner Auditorium. At right is Dr. Charles L. Ansbach, college president, who introduced Mrs. Roosevelt. Miss Coutts is the daughter of Mr. and Mrs. James M. Coutts of 736 Creston.



TO COMMEMORATE National 4-H Week, March 5-13, the Ayonville 4-H Club, under the leadership of Mrs. R. H. Dudley of 1510 Charing Cross Road, Bloomfield Township, arranged an attractive display (above) in the window of Wilson's Drug Store on N. Woodward. There are 20 club members, most of whom have horses as their project. Members are from Avon, Troy, Bloomfield and Pontiac Townships, and one comes from as far away as Farmington. Mrs. Dudley explained that the club's ranks are thinning because many of the members are leaving for college, and to keep the club intact members from any locale will be welcome. (Eccentric Photo)



MRS. HELENE FREUND DIRECTS CAST "Roaring Twenties" Chorus includes (left to right) Mrs. Dorothy Phelps, Mrs. Nancy Moakes, Mrs. Jean Aiken, Mrs. Rhea Schuknecht, Mrs. Joy Beaudry, and director Mrs. Freund. (Eccentric Photo)



My Neighbors. It's his plan to overcome government for surplus food. He's planning to pass a law making everybody eat 21 pancakes for breakfast!