



A ONE-MAN SHOWING of the paintings of David Berger is on display through Saturday at the Kingswood school art galleries, sponsored by the school's fine arts department. Its director, Clifford West (above) is shown here with one of Berger's paintings. Berger, now teaching at Mass. state teachers college, received his MFA from Cranbrook academy of art in 1950.

BIRMINGHAM YMCA

Further details on these items may be obtained by contacting the 'Y'.

Three hundred industrial and business men will attend the 20th annual retreat of the Detroit YMCA Saturday from 3 to 9 p.m. at Christ Church Cranbrook.

Dr. George Arthur Buttrick, formerly a nationally known minister of the Madison Avenue Presbyterian church, New York City, and now preacher to the University and Plummer Professor of Christian morals at Harvard university, will be guest speaker.

Dr. Buttrick is currently known by thousands as the general editor of the Interpreters' Bible, a 12-volume commentary on the Holy Scriptures.

The retreat group will have dinner at Devon tables, and close their program with a communion service administered by the Rev. Robert L. DeWitt and his staff of Christ Church.

An invitation is extended to all men in this area to attend the retreat.

Registrations for the five-week course in contract bridge, featuring the simplified Goren system, are now being taken by the Birmingham YMCA. Beginners as well as advanced players are invited to join.

Complete information is now available on Camps Nissokone, Hayo-Went-Ha, Ohayosa and Clear Lake at the Birmingham YMCA, 400 E. Lincoln avenue. Parents are urged to register their youngsters at an early date in order to avoid disappointments later. The 'Y' staff is happy to counsel with you and help select the right camp.

Police Officers Continue Training

Birmingham Patrolmen Gordon Baker, James Cochran, Edmund Long, David Diehrich and Keith Pennington are enrolled in the 50-hour Southeastern Michigan Police Chiefs' association police training school, of which Chief Ralph W. Moxley is co-director.

Det. Sgt. Robert Schaal completed a one-week course in police juvenile work at Michigan State university Friday.

Parking Changes Up for April 1 Public Hearing

Tightening of Birmingham's off-street parking requirements will be considered tentatively at a public hearing April 1.

This will permit businessmen more time to evaluate the proposals, which would require parking for:

(1) Total floor area in buildings, instead of only for that devoted primarily to public use; and

(2) Additions to all buildings, instead of only to commercial and industrial.

CHAMBER OF COMMERCE Secretary Charles Mortensen said a three-week period would give his group and others time to study and evaluate the proposed changes.

Commission contemplates these tighter requirements because questions have come up recently involving 13 additions to non-commercial buildings such as churches and schools, 2) whether a property owner must share cost of a municipal parking lot to be exempt from having to provide his own, and 3) what can be done to solve the problem caused when a new building with minimum public use is altered or remodelled so greater public use is permitted, with accompanying greater parking need.

Join Air Reserves

Listed among air force veterans who have joined the Royal Oak Air Reserve squadron during the past month are Major E. F. Lundberg of 18755 Cambridge, Lathrup Village, Sgt. N. J. Mober of 5042 Wright, Birmingham, and Airman first class J. R. Stetler, 10344 Landow, Birmingham.

Makes Dean's List

Michael E. Bird, son of Mr. and Mrs. Reddy Bird of 51 Pleasant, Birmingham, has been named to the dean's list for the first semester of the 1956-57 college year at Williams college, Williamstown, Mass. He is a senior student.

To Work On Budget

Walter F. Carey, Bloomfield Hills, is one of 10 Michigan men meeting in New York city this week to serve on the National Budget committee of national health and welfare agencies.

48-Piece Puzzle Plagues USA Drivers

When the motorist ahead of you sticks out his left arm horizontal to the pavement, any Michigan driver knows that he may do one of four things: (1) turn left; (2) turn right; (3) slow down; (4) stop.

That is, if the driver ahead is from Michigan. If he is from Ohio, or any other of our surrounding states it means only one thing: the driver is going to turn left.

Example No. 2: If a Michigan driver is traveling in Illinois and approaches a school bus traveling in the opposite direction but stopped along the roadway to load or unload children, he knows he is complying with the Michigan law if he drives right past the bus without stopping.

BUT HE ISN'T driving in Michigan. He is driving in Illinois and the Illinois law says that when a school bus has stopped to load or discharge children, motorists approaching from EITHER direction must come to a full stop.

Thus, the Michigan driver who is unaware of the Illinois law risks being involved in a serious accident, getting a traffic ticket, or both.

Example No. 3: One of our fine drivers is traveling on a highway that has at least two lanes in each direction, passes a driver on the right, and is perfectly legal in Michigan, he knows.

It's all right in Ohio, too. And in Illinois and in Indiana.

But that same driver can get in plenty of trouble in Wisconsin.

Because in Wisconsin, passing on the right is prohibited, no matter how many lanes there are on a highway.

THESE ARE JUST A FEW of the numerous examples of the lack of uniformity in traffic laws and regulations that plague our Michigan drivers when they venture outside the friendly... and familiar... confines of our state. Similarly, the same same old same old plaque our drivers must not only puzzle and irritate but sometimes prove costly in accidents and court penalties to the motorist and tourists who travel our state highways each year.

Wouldn't driving be more pleasant, more worry-free, wouldn't congestion be reduced, and... most important... wouldn't traffic accidents be sharply cut if all states had the same laws designed to prevent accidents on our streets and highways?

EVERY TRAFFIC authority in the field answers that question: YES. And the way to achieve these goals, they say, is for states to adopt the Uniform Vehicle Code, or the parts of it that states do not have in their own motor vehicle laws.

While Michigan prides itself on its progressiveness, it has not kept pace in overhauling its traffic legislation to make the changes necessitated by modern-day travel and transportation.

LET'S TAKE A trip and see what confronts a Michigan driver. In an important matter of safety, we find that Michigan's highway speed limit of 65 during

the day and 55 at night is identical only with the legal limits in Wisconsin. In Indiana it is 65 and in Illinois 60 either during the day or at night, while in Ohio it is 60 by day and 50 by night.

Michigan is the only one of the five states with an absolute speed law, now recommended in the Uniform Vehicle Code. Under the absolute law, a driver is in violation... regardless of traffic and weather conditions... when he exceeds the 65-55 limits.

The other four states all have "reasonable and proper" speed. A driver may travel above the posted speed limit and not be found guilty if he can prove he was driving in a reasonable and proper manner considering the traffic and weather conditions.

TRAVELING in Michigan, Indiana, Ohio and Wisconsin, our motorists would easily recognize a school bus because it must be painted chrome yellow, the color specified by the National Education Association and accepted by the Uniform Vehicle Code. But in Michigan a school bus can be any color as long as it has "School Bus" painted on its back.

Michigan's departure from the Uniform Vehicle Code provision requiring overtaking a school bus loading or unloading passengers is a serious one. The Michigan law requires only that the motorist stop when overtaking a school bus. In addition, Michigan law permits motorists to proceed without stopping, whereas the other four states require the driver to remain lawfully until the bus proceeds or the bus driver signals cars to move on.

The law in these four states, keeping with the Uniform Vehicle Code does not apply on divided highways—a sensible exception.

NIGHT DRIVING is an important section of the law which is three times as dangerous to drive at night as during the day. Michigan has provisions that require the driver to dim his headlights. But our traveler might find himself in a jam until the bus proceeds or the bus driver signals cars to move on.

The law in these four states, keeping with the Uniform Vehicle Code does not apply on divided highways—a sensible exception.

MANY OTHER POINTS of Michigan's laws are at variance with the uniform code. An important one is the failure of our present evidence to provide for chemical tests for intoxication. The uniform code provides for such tests as prescientific evidence that may be introduced in court cases.

Michigan made notable progress in the hard way that only Michigan: 250 fewer persons were killed on our highways than in 1955. But despite this improvement nearly 1,750 persons met death in Michigan traffic.

It makes sense that uniform laws that are reasonable and understandable... and are uniformly enforced by police and courts... might contribute substantially to continued progress in traffic accident prevention.

Sponsor Scouts

Serving as sponsors at Scout- ing's Eagle recognition dinner at the Sheraton Cadillac hotel in Detroit recently were W. W. Williams, of 655 Hawthorne, and Thomas E. Burns, of 12841 Bierwood, Birmingham. Both are Detroit Edison company executives.

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PEOPLE'S COLUMN

She Would a Mannequin Be

To the Editor:

Is anything being done about their sore throats? The mannequins who are standing in all the spring fashion stores and who have their ears wrapped, their necks wrapped and their twisted pieces of gay cloth is tucked securely in front of their shirt.

They are either suffering from a virus bug, or else they are dressed in "high style."

If a pedestrian should fall in such attire, a Doctor would grab her arm, demand she stick out her tongue and say "ahhh!"

The huge hats and skirts they display with such a non-chalant air, together with the throat being tightly clanked—just how would the woman climb into a tiny car, push her way into a crowded elevator, or hold a baby upon her lap? Designers forget that we do all three.

"Excuse me, Darling, but you are wrecking Mother's headgear, squashing her hoop and pulling her scarf. Be a good boy and climb down off your neck until my spring clothes a wreck!"

Everyone knows no parent would put her wardrobe ahead of her child.

And the platform shoes these

mannequins balance themselves upon all day long. Right out of the rice fields of the east. (Is it true, that after midnight, when Maple and Main are deserted, they sit down and relax until the store opens, or until dawn breaks?)

Why, oh, why, do I still persist in plastering my eager nose against the panes and why do I always sigh . . . with envy?

RUTH VOGT
5922 East Millarway

Advance \$2,000

TROY—City commission voted to advance \$2,000 to the North Evergreen Interceptor Authority to help meet engineering and other preliminary expenses, at the commission meeting Monday.

To Sell Lilies

The Birmingham city commission has approved the sale of Easter lilies by the Birmingham Rotary club. The lilies will be sold on downtown streets of Birmingham from 8:30 until noon on Friday, April 19.

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PARACHUTE HARNESS

of Bloomfield Hills Explorer Eagle Scout Bruce Geyman, 14, BH high school freshman and would-be aviation engineer, is adjusted by his "foster father" for a day. Col. Paul E. Todd, Tenth Air Force deputy commander. The son of Mr. and Mrs. Jack E. Geyman, 1465 Kirkway Dr., Bruce was among three Detroit area Explorer Silver Award winners taken on a 90-minute flight aboard a twin-engine transport plane as part of an all-day tour of Selfridge. (U.S. Air Force Photo)

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