

The influence of example is the most powerful impact upon the ultimate development of everybody... especially children. It has been proved that, for example, when children are brought up in a home environment of love and consideration, their own lives will more often than not be happier. This results in greater measures of happiness.



The Nation's Top Suburban Weekly TEN CENTS

36 PAGES THURSDAY, JULY 24, 1958

BIRMINGHAM, MICHIGAN

SECTION A

Serving the Citizens of Michigan's Finest Suburban Residential Area

Being yourself... should be an important part of a Christian's way of life, the Rev. Dr. John W. Metler said this week in a conversation with The Birmingham Eccentric church editor. Page 7-B.

Organization, Smorganization... kids like fights and forts. See page 1-E.

Dream a Little... dream of Westwood supermarkets. Find fantasy and food for thought on page E-1.

Honor Your Partner, Franklin Parents... Or your pocketbook will pay. Who? What? When? Why? See page 1-E.

Proper Pigeon Dines... with silver spoon. See page 1-E for the bird that won't fly the coop.

They Didn't Know They Were Caught... by the candid camera. See B'ham city commissioner's at their night work on page 1-B.

Gay Paree... comes to Birmingham Country club. See page 1-C.

Join and Play... in The Eccentric and recreation department, co-sponsored Community Tennis tournament. See page 8-E.

Amusements 6-E, 5-A, 6-B, 3-B, 7-B; Correspondents 2-C, 5-D, 1-D, 8-B, 8-B, 4-A, 1-D, 6-A, 7, 8-E, 6-C, 6, 7-A.

This and That

by George R. Averill

Causes & Cures Of World Tensions

Stripped of all its human, material evidence, the current neo-war uprising in Iraq is naught but a combat between the ideologies of freedom vs slavery.

HERE, THEN, was the time when the United Nations, whose membership list favors a free society, should place its combined strengths against the Communists (See THIS & THAT, Page 8-A)

Somehow you just KNOW...

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ECCENTRIC PHOTO

Grand Trunk railroad's inbound Muskegon-to-Detroit train made an abrupt, unscheduled 30-minute stop beneath the Derby road viaduct Friday at 5:38 p.m. Just at the Birmingham city limits (above), A white-faced male passenger clambered up the bank, rushed into the phone booth at Derby junior high school and notified police that a woman had just ended her life by crawling in front of the train.

Death Rides the 5:23

the train while Wix told police what happened: he was about to slow down for the Birmingham station (a mile away) when he saw a woman crawling toward the tracks. It was too late to prevent her decapitation. She later was identified as Mrs. Florabell Beck of Clawson, who had been under a doctor's care since last October when she had attempted to slash her wrists. This was the second time in a year that death has stalked this half-mile stretch of track. Under similar circumstances, a Birmingham woman ended her life June 12, 1957 under the midnight Muskegon-bound passenger train.

William Burgum Takes Seat on City Commission

Birmingham's new city commissioner took office Monday night. He is William H. Burgum, former city plan board member and chairman. He succeeds F. William Hutchinson, whose resignation was accepted with regret because he was moving to Grand Rapids to join another law firm.

Burgum will serve until April 1959, when the remaining two years of the term will be filled at the annual city election. IN HIS resignation letter to Mayor Carl F. Ingram, Hutchinson said: "My resignation is prompted by necessity, not by choice. Since I won't be able to attend the commission meeting next Monday,

Marines' Beirut Landing Described by B'ham Woman

By GENEVIEVE MAXWELL, Feature Writer, The Beirut Daily Star

BEIRUT, Lebanon—July 15, 9 p.m.—Suddenly as we watched the landing of the U.S. Marines, we after we Beirut International airport a kilometer inland—and some five kilometers south of the city of Beirut—it dawned on us this was not a practice landing, though peaceful, but the real thing.

Thousands of Lebanese, with a scattering of Americans, English, French, and many other nationals represented in the foreign community resident in Lebanon, stood on the red sand dunes and dunes close to the landing area on the Mediterranean shore. Taxis, trucks, cars, buses, motor scooters, cyclers and great masses back and forth on the end of the new Corniche boulevard, which ended about a kilometer from the thread of green khaki-clad men which was moving in and around the airport, beginning at 3 p.m.

Their landing maneuvers took them across the high grass which their marine fatigue suits and leafy helmets matched—planted by USOM Forces in Lebanon in 1955 and 1956, with the help and labor of the Lebanese army, to stop the sea winds from blowing onto the tarmac and the Khalde boulevard leading to the very new and existing modern airport buildings.

THERE WERE the seven vessels sitting in a vast crescent of water edging the shore, which only 24 hours before had been lashed by a wind storm. We watched them in their operation to disgorge their tanks, radio cars and all manner of equipment—estimated 5,000 men, carrying such amounts of equipment disguised in "leafy green" on their backs and hips they were perspiring openly.

As we slugged along the shore we noticed cars piled up on the corniche to get a closer view, we could see the marines—all quite young, even their officers—filling in on patrol among the grass plots, every 20 feet or so. United States helicopters flew overhead to the shore.

Actually four vessels disgorged two LSTs and the two cars, with an assist from the general communications and a food carrying store in the air port area, and work had to go on. But the old and new ways in this position made one pause.

Several years ago the USS Champlin brought in the same crowds out from the city, scrambling on the lower beaches to get a view. This time it was to look at seven ships in orderly determined action instead of just one ship foundering helplessly. This fact seemed very significant to all the old-timers.

THE LEBANESE who gathered were particularly friendly and many tried to talk to the marines, who were mostly tightlipped but "WE WANT people to take it home and cook it for dinner the day they buy it," Dick said, because he knew that unrefrigerated corn loses 40 per cent of its sugar in 24 hours, and he never kept any but picked corn overnight. That way we know people will want to come back for more.

WHEN DICK got home for the summer, he began organizing. He arranged for three former fellow students (pictured) at Bloomfield Hills high school to help him pick and sell the corn.

THE AGRICULTURAL entrepreneur arranged for two movable stands to attract motorists at Big Beaver and Adams roads, and at South and Adams roads, and at South and Adams roads, and at South and Adams roads.

Next move was to train his corn-pickers to select ripe ears. "The really important thing about the corn is that we pick it at 1 p.m. every day and we'll be sold by 6 p.m.," says Dick.

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The decision was based on predictions such as one from City Manager L. Richard Gare that there would be more than two and a half times what it is now.

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Such a plan was outlined to city commissioners, plan board members and residents at a meeting at Birmingham Community House last March.

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See Malls, Fountains For Downtown B'ham

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Out where the tall corn grows, on the 11 acre plot at North Adams way planted by Dick Bailey, he and former classmates at Bloomfield Hills high school prove the corn is more than shoulder high. From left are Sue Brown, Bloomfield Hills high school senior; Dick; Larry LeGros, University of Michigan student, and Nancy Brown, Stephens college student.



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