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Highway Developments

(Continued from Preceding Page)

the second quarter of 1960. Planning is to be completed for the interurban link from 11-Mile and Stephenson south to Holbrook during the period.

7) SOUTHWEST to be converted to a superhighway from the Willow Run expressway north to a connection with the Northwestern expressway. First contracts will be let next year and it is to be entirely under contract by the fourth quarter of 1961.

8) Planning to be completed and right of way acquired for the Fort Vernor expressway from downtown Detroit to a connection with the Detroit-Toledo expressway which is now open to traffic.

9) What about progress?

1) The Davidson-Lodge interchange has been completed, placing the John C. Lodge expressway in operation from downtown Detroit to the James Couzens highway.

2) The Edsel Ford expressway is open to Mr. Elliot and next month a three-mile extension to Connerly will be open to traffic with a major contract opened well ahead of completion date. It is entirely under contract to the Eight-Mile road.

3) APPROVAL from the Detroit common council has been obtained for construction of the Walter P. Chrysler expressway from downtown Detroit to Holbrook. Design and right-of-way acquisition on this project have started. approved conversion of Southwest to a superhighway. Design and right-of-way acquisition are under way.

4) The Detroit council has also right-of-way acquisition are under way.

5) Right-of-way acquisition and design are under way to convert the Northwestern highway to expressway standards from Eight-Mile road to a connection with Interstate Route 6 near 11 1/2-Mile road axis.

6) A public hearing will be held in two weeks on Interstate Route 6 from the Northwestern highway west to a connection with the Brighton-Farmington expressway north of Farmington.

7) THE DEPARTMENT has not been able to obtain agreement with Detroit on a connecting link between the legions at the end of the John Lodge expressway at Couzens to a connection with the Northwestern highway at Eight-Mile road.

8) We are starting exploratory talks with South Oakland county communities on the location of the Walter P. Chrysler extension from Eight-Mile and Stephenson north, bypassing Pontiac on the east, and north to a connection with the Ponton-Clio expressway southwest of Flint. Design is proceeding and right-of-way acquisition will start soon for the portion of this route from Pontiac northwest.

9) Next year we start negotiations of location of the Fort Vernor expressway from downtown Detroit southwest to a connection with the Detroit-Toledo expressway.

IN ORDER to meet our target date on the John Lodge extension, we must reach agreement with Detroit by the end of next month if the present Couzens right of way is to be used. If additional right-of-way is to be required, it will be at least two years after route approval before construction can start.

In order to meet our target date on the Fort Vernor expressway we must reach agreement with Detroit and downriver communities affected by 1960.

I AM HOPEFUL that through a forward looking spirit of support and understanding we will be able to achieve these goals. I intend to make every personal effort to do so.

I am also aware that, especially in the case of smaller contiguous municipalities, the alignment of a through expressway may be suitable to one but not to the other. The result is endless bickering and stalemate.

A good example is the struggle that lasted more than five years to get an alignment for the extension of the Edsel Ford expressway from the north limits of the city of Detroit through Harper Woods, Roseville and St. Clair Shores. Just last week I attended a meeting of the St. Clair Shores city council that finally gave the Department necessary approval.

WITH THIS experience of delay and indecision as background and with an accelerated expressway program three times as great as the one completed in the last five years programmed—I am sure you can readily recognize the vast challenge we face in the year ahead. 1969 will indeed be a critical year in the fight for desperately needed improvements in traffic service to the metropolitan area.

It is the department's purpose to first approach the staff level personnel of the various affected communities to discuss our preliminary proposals. To then develop a definite proposal for consideration and approval.

When our proposals are finalized, we will further question. We will then make maps suitable for newspaper publication to adequately inform the public of our proposals on location.

THIS IS where the city officials, elected or appointed, must prepare to face the pressure groups who inevitably will appear in opposition to the proposed highway improvement.

You must recognize, and it would be better if you did it now, that no expressway proposal will satisfy everybody. Furthermore, it is often the case that the proposal which will provide the best traffic service, and the soundest engineering backing, very often will attract the most concentrated neighborhood opposition.

In weighing these matters in the days ahead I hope South Oakland county will keep some of the following facts in mind:

The construction of the Walter P. Chrysler expressway will remove an estimated 80 thousand vehicle trips per day from your existing major north-south thoroughfares in South Oakland county.

IT WILL RELIEVE congestion on Woodward avenue, Telegraph road, and Stephenson highway. Woodward avenue, U.S.-10, currently carries over 60 thousand vehicle trips daily, considerably more than its safe rated capacity. The forecast for 1978 is 120,000 vehicles.

Telegraph road is carrying almost 25,000 vehicles per day, near its capacity. The forecast for 1978 is 80,000.

Stephenson highway is carrying nearly 15,000 vehicles per day, near its safe capacity, and the forecast is for twice that amount by 1978.

OF THE TEN high accident locations in Oakland county on the state highways during 1967, EIGHT were on Woodward avenue or Telegraph road... 180 accidents and 121 people injured.

Oakland county is the second highest accident county in Michigan.

During the past five years the fatality rate on US-10 in Oakland county has been 74 persons killed per 100 million vehicle miles traveled... almost twice the state average, and the death rate on Telegraph road has been 50 per

BUSINESS BRIEFS



Planning Rambler Layout

John H. McGuckin, 27451 W. Goldengate, Lathrup Village, is planning manager for American Motors Corp. plans the layout of the American Motors display for the Detroit Auto show to be held November 22-30 at the Artillery Army. The AM exhibit will feature three turntables and will use animated displays to show Rambler Features.

cent higher than the statewide average.

THE DEATH rate on existing Detroit expressways during 1957 was 1.3 per 100 million vehicle miles. That means the death rate on Woodward avenue was almost six times as great and on Telegraph road four times as great, and the 41 death rate on the Stephenson, three times as great.

The Walter P. Chrysler can be expected to carry traffic with the same operating safety record as the Detroit expressways removing some 80,000 vehicles from Woodward, Telegraph, and Stephenson highway.

The major east-west expressway Interstate Route 6 in the vicinity of 11 1/2-Mile road will have a similar effect on all major east-west trunkline and county roads.

THE SOONER these expressways are built, the sooner we can start saving lives, reducing traffic injuries and accidents.

Stop and think about the tremendous accident and injury tolls you will face when traffic volumes more than double in 20 years if you are without expressway relief.

Not only will the increasing traffic volumes you face sharply increase accident rates—they will result in a slow strangulation of business along your main thoroughfares. The increasing flood of traffic will require removal of street parking to further aggravate business and commercial operation.

Unless we can provide you with needed expressways to carry the heavy volumes of through traffic that continue to increase along your major streets you can look forward to economic losses—not only in auto accidents but in commercial decline on these streets.

THE STEADY growth of off-street shopping centers already is underway in this area because traffic on main thoroughfares has long since passed the point of diminishing return from the standpoint of business operation.

Attractiveness of these thoroughfares from a business standpoint will be restored when expressways remove the horde of through traffic presently using them and allow their full use for local traffic movement by shoppers.

By the construction of needed arterial expressways to absorb through traffic, the communities you represent can look forward to easier access to local business, to safer local streets for both motorists and pedestrians—and in short to a better community in which to live.

I ACCEPT the occupational hazards of the office of state highway commissioner and am ready to squarely face neighborhood opposition which we will surely encounter, no matter what route or what design we select. I cannot accomplish this task alone.

Local city council members and officials must exhibit political courage on this score or their communities will continue with the traffic congestion and traffic slaughter that is constantly increasing in this area.

THE TIME has come for local governing bodies and officials to stand up and be counted, to face up to local pressure groups armed with understanding that the communities you represent are vitally dependent on the vastly improved standards of mobility which can only be provided by the rapid development of new expressways.

If Michigan is to have increased work opportunities and greater prosperity, it must develop a modern connected expressway system second to none in America. I am confident the majority of the people, their elected officials and the highway industry have the vision and capacity to get this job done.

Local Architect Heads Committee

Joseph W. Leinweber, 1025 E. Maple, has been named chairman of the committee on arrangements for the Great Lakes regional conference of the American Institute of Architects to be held in Ann Arbor.

Leinweber, of Yamasaki, Leinweber & Associates, architects, of the AIA, will have charge of all arrangements for the conference to be held next April.

Medical Mirror
WHAT DOCTORS SAY ABOUT

- Cold Formulas
- Eye Circles
- Moles

Q. "Will cold milk hurt my baby? I gave him an ice-cold formula the other night and he now prefers all his bottles right out of the refrigerator."—A reader.

A. Faced with this question, a Texas doctor decided to find out whether warming formulas is a necessity or a tradition. The doctor asked 150 mothers to gradually switch from warm to cold bottles. Within one week, 134 babies accepted unheated formulas. The others did better on warmed bottles. There was no evidence that the cold formulas affected the youngsters' development. This, of course, is one doctor's findings. Whether it will or should become a general practice is another question.

Q. "What causes dark circles under the eyes? They are especially noticeable when I am tired."—No name.

A. The cause of dark circles under the eyes when fatigued is not known. The condition occurs in some people whether they are tired or not. In such cases it's probably a family trait.

Q. "I have moles all over my body. Is there a chemical I can use to remove them?"—A Kansas reader.

A. One of the worst things you can do is try self-removal of moles. What looks like a mole to you may prove to be a very serious skin lesion. If a mole is located in a place where it is often irritated by clothing or during shaving, see a doctor. Under no circumstances should you tamper with a mole.

Answers do not necessarily reflect the opinion of all doctors. The diagnosis and treatment of disease is the function of the patient's personal physician.

Write: Dr. J. D. Roloff, Science Editor, P.O. Box 896, Madison Square Station, N. Y. 10, N. Y. will be incorporated in these columns when possible.

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