

3 Residents Report Larceny from Autos

A set of golf clubs, a camera and light meter and auto parts were taken last weekend in three larceny from autos cases.

J. E. Nelson, 1975 Haynes, reported the golf clubs missing Saturday. The same day William B. Grabendike, 1887 Yorkshire, reported the camera equipment taken from his car. Joseph Sernoff, 548 Harmon, reported auto parts stolen Monday.

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Chrysler Expressway Confab Runs into Confused Dead End

By LES LANGLOIS
Staff Writer

A dozen city and county officials kicked around the Chrysler expressway political football with a lot of motion but little action Tuesday night in the citizen-jammed Troy commission room.

At every turn, the communities of Bloomfield township and Troy, which object to the county planned 50-acre interchange to be built north of Square Lake road (18 Miles) and east of Adams in the township seemed to be offside in their protests to Oakland county road commissioner Hland Thatcher and county highway engineer Paul VanKoekel.

After over three hours of both sides airing their views, the county representatives were not convinced and refused to alter their recommendation on the placement of the interchange.

THE MEETING, said Thatcher, was called so that the communities might propose an alternate plan for the interchange to the county road commission. But, the communities' alternate plan consisted only of eliminating the interchange at the objectionable point.

It was later agreed that the four communities of Troy, Pontiac, and Bloomfield and Farmington townships would meet once again to add the final touches to an alternate plan for presentation to the county.

road commission.

Bloomfield township and Troy officials decided that Vilcan should follow through with a study involving the taking of their own traffic counts.

It was also decided to investigate the possibility of a modified interchange resembling the one at Eight Mile and Telegraph with on and off ramps, thereby doing away with the highly objectionable traffic circle.

WITH BLOOMFIELD complaining that the interchange would cut into a residential area, Troy officials felt that it would encourage commercial development, and the county highway department, in light of eventual traffic flow, both sides ran into a dead end.

Loaded with engineering reports and statistics, VanKoekel pointed out the future necessity of the interchange on the basis of traffic flow. VanKoekel said the interchange, which is part of a projected 15-year state program, will be used by 15,000 vehicles a day by 1972 according to the state highway department.

If the interchange is not located at the suggested point, he said, these 13,000 vehicles will have to travel one mile further at a rate per acre of about \$260-400 a year. This would be an unfair expense on those drivers having to drive that extra mile, said VanKoekel.

AM ONLY LOOKING at the problem from a county-wide viewpoint of the number of people traveling this route," he said. "I'm not here to justify the location."

George Vilcan Jr., Bloomfield and Troy city planner, said that the state's statistical picture, claiming that traffic will not increase at the rate predicted.

"The figures on ultimate traffic," he said, are not justified by Troy and use patterns upon which traffic predictions must be based.

"We can only relate the generalization of traffic from use and development to available information on the subject," said Vilcan. "All the studies available do not hold up to the practical flow of traffic."

VILCAN REFERRED to the predictions as "educated second guessing" by technical people.

VanKoekel agreed that "it's all theoretical," but there is nothing else to go on.

Vilcan called on James Bates, Pontiac's director of planning, for a presentation of their plan but Bates said, "We thought it best to let you to sit back and listen to what we have to say."

The proposed expressway, 90 per cent of which is financed by the federal government and 10 per cent by the state, will cut across Troy in its route through Bloomfield township.

"WE IN BLOOMFIELD are undoubtedly the goats," said Arno Heist, supervisor of Bloomfield township. "We don't need the interchange. It will simply be a nuisance. I don't think interchanges should be spread all over the township."

Trying to keep the meeting as organized and coherent as possible, Troy mayor Robert J. Huber pointed out "We are a bunch of laymen trying to solve problems of city planning, zoning and engineering which are serious and complicated matters."

"All we have to go on is the experts, that the city retains to do this job and I must go by experts."

However, this was the heart of the problem. Both city and county experts disagreed while the meeting plunged into confusion.

TROY HAS APPROVED the general alignment of the route, but has not stamped their approval on

the specific alignment which includes the interchanges.

Louis Yanich, Troy commissioner, claimed the city would be without a right to hold up its approval indefinitely until the alignment was redesigned to exclude the objectionable interchanges.

But, meeting members didn't take the suggestion very seriously. As for Mrs. Joseph Schemanich, Troy representative on the county board of supervisors, who claims "there is no justification for the interchange in a residential area," she feels "the whole thing is wrapped up in politics."

Exchange Program Send Five Students To Birmingham

Five Birmingham area families will train an extra member this year through the student exchange program of the American Field Service and "The English Standstill" program of the Michigan council of churches.

Hans-Hermann Juergensmann of Birmingham will stay with the William W. Gilberts of 20855 Weston, Beverly Hills, through the latter program.

ALSO VISITING this country through the Youth for Understanding movement are Hedra Slezars of the Netherlands who will stay with the E. L. Lusk family of 4414 Old Trinity, Birmingham, and Pierre van Erve of the Netherlands who will live with Mrs. Ethel J. Surridge, 330 North Adams, Birmingham.

Two other foreign students will come to this area under the AFS program.

Attending Seaborn high school in Birmingham will be Francisco DeTolledo of Brazil, who will live with the John and Jean Petersons of 279 Lowell, Bloomfield Hills.

Choose 40 Best-Dressed Men in U.S.

Who are the best-dressed males in the U.S.A.?

The September issue of Esquire magazine offers its list of 40 America's best-dressed men and notes that since Beau Brummell first mixed champagne in his boot nearly 150 years ago, the Beau's studied carelessness in dress is still the keynote of today's well-dressed man.

THE TOP 40 includes males from a wide variety of occupations, origin and status. There are invariably the Brummells of Hollywood—Brosnan, and Esquire's pick lists the perennially youthful Cary Grant, beefy Clark Gable and that distinguished man of Broadway films, Walter Pidgeon.

Entertainment figures do not dominate the magazine's choice, however. The roster is made up of like parts of industrial, governmental, literary and society elites.

The top 40 all have their own idiosyncrasies in their habits, but all concur that familiar, well-worn clothes are the best. You become used to them, and vice versa.

Fred Astaire, for example, adds this note: "I often take a brand new suit of hat and throw it away the wall a few times to get that stiff, square newness out of it."

Country Vacation Not So Peaceful

By RUTH VOGT
Special Writer

Who was that bright writer who said that "one should take to the woods, every now and then, in order to replenish the wear and tear on the soul?" Someone did.

It can't be me. Not now. We tried it just this past weekend after one of my many sisters invited us to stay at their farm while they were up north.

"All you have to do is to be sure that the six cows don't get from pasture and when you leave be certain that all faucets are turned off tightly," she scribbled in her letter.

AS CITY FOLKS we were positive that we could, while enjoying the hospitality of her 180-acre farm in Lenapee county, do all of these simple tasks. "And just in case," she said to the spouse and offspring, "we'll have three whole days in order to replenish our town-worn souls!"

After filling two huge grips with things we never touched, we journeyed the hundred miles. "Ah, to sleep the slumber of quiet bliss. To hear the crickets at night. To hear the chickens off in the distance, she doesn't have them!"

Was I out of my poetic mind? No sooner had we unlocked the kitchen door to her tall white farmhouse with bars to match than the telephone rang and rang. More than five people were called in the first ten minutes. Her husband, who runs a very prosperous oil business on the side, We told them that we thought they

Two cars soon pulled up inquiring about some real estate. (The sister didn't call in this her spare hours, having no children.) We told them to return the first of the week; that we were ignorant of what farms were for sale.

AFTER DINNER, we settled on the living room sofa in a nice comfortable swing to enjoy the sun setting beyond an apple orchard in the west. It didn't get too many clouds were in the way. And even if it had, decided to set in a lovely manner, we couldn't have experienced it. The mosquitoes were out and they were mighty hungry. We had to run inside.

After ambling about in the huge room, we decided to call it a full day and go to bed. The children were tucked away up under high ceilings in bedrooms not very big, "too, it's not here," they concluded. We told them to wait till the morning and they'd feel a lot of cool breeze. The breeze, forgot, that night, we were ignorant of what farms were for sale.

BECAUSE LYING out in front of this old farmhouse was a road which had been converted into a nice highway going north. As if the whole Ohio population was intent on getting to a lake up in our state. Zoom, zoom, zoom, went the wheels of their cars. And trucks too. Heavy, big trucks.

After two hours of tossing in a breezeless downstairs bedroom, the kitchen was sought. "I've gotta have some cereal," the spouse declared. "I can't sleep."

Over a bowl of cereal we pondered the question, "Do you know I can remember when that mud came out and they'd feel a lot of cool breeze." "I've gotta have some cereal," the spouse declared. "I can't sleep."

"If a man wanted to make a million in a hurry," he went on as he sipped his post-midnight snack, "he'd invent something to silence those tires and engines." That was of it.

A silly statement for an engineer to murmur. Haven't many tried?

WE RETIRED again. "Maybe they're all up north by now, huh?" was wondered. "Perhaps it'll be quiet till dawn!" Somehow, by trying hard, we fell off to sleep.

Horror of all horrors. Guess what wakened tired people just before dawn? That's right. Those long-awaited roosters. It seems that they weren't someone yelled the long line of traffic at all. "Can't you shut them off?" someone yelled from upstairs. "I want to sleep some more."

We did too. After all, we hadn't muck, the night before.

The country-side has gotten a bit noisier too!

Michigan Freeway System Tops 400-Mile Mark

LANSING—Michigan's system of controlled access freeways passed the 400-mile mark recently with the addition of 14.5 miles of Interstate 94 Freeway from Paw Paw to Hartford in Van Buren county.

The new \$7.7 million section of four-lane divided road was opened to traffic following dedication ceremonies in Lawrence, the mid-way point of the project.

THE NEW PORTION of high-way replaces the existing two-lane US-12 trunkline in the area. It opened a continuous 100-mile stretch of freeway from east of Jackson to near Benton Harbor for Michigan motorists.

With the opening of this new section, Michigan's freeway mileage now totals 408 miles.

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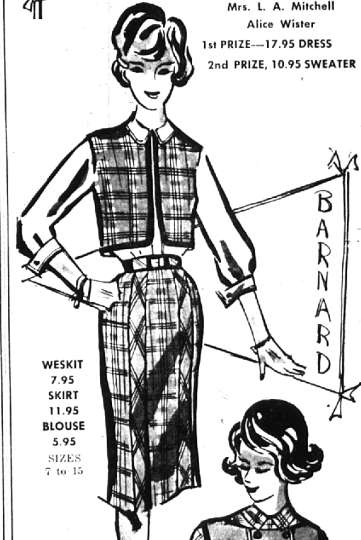
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This & That

(Continued from Page 1-A)

the mental burden of doing nothing toward accomplishing those things that you know you ought to do. If this statement isn't complicated enough, then don't try to understand it until tomorrow.

The U. S. mint uses only 12 cents worth of metal in every dollar's worth of nickels. On the other hand, Congress taxes and spends so much of the national income that even the 12 cents worth of nickel is defaulted to less than half that value of 12 cents. If this doesn't confuse you, write your Congressman for further information. Perhaps his year's answer will continue the confusion.

It long has been known that most people really know the difference between right and wrong. But, apparently, they haven't been taught how to act on this knowledge.

Continuously, it seems, our older statesmen, writers, pundits, etc., urge each generation of youth to rebel against the ever-growing national debt. But would doing so be showing respect for youth's elders?

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