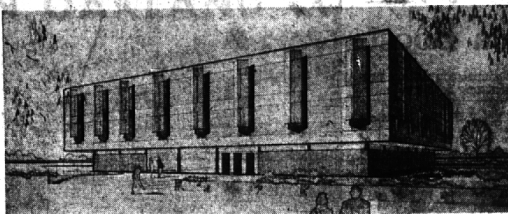




"Safe!"

Police Lt. Robert Schaulke hands a prize to Steve Savage after the youth passed a bicycle-manuevering test during the annual bike inspection, concluded at Birmingham schools recently. Some of Steve's buddies look on, after passing the inspection. Birmingham Kiwanians (co-sponsors of the event), auxiliary police and Boy Scouts inspected 1,000 bikes, sold 402 licenses, and handed out 800 prizes, Lt. Schaulke said.

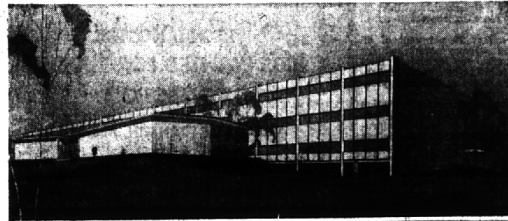
IN OAKLAND COUNTY... Driving High IS Risky Business



Buildings for Tomorrow

ROCHESTER—This \$1,500,000 library for Michigan State University's Oakland is about to become a reality through the philanthropy of the Kresge foundation. The foundation's board of trustees voted this week to make an immediate grant of \$500,000 to permit the start of construction this summer. They also said they intend to consider subsequent grants of like amounts to pay for the remainder of the cost. It is expected that bids can be let and the work begun by Sept. 1, Chancellor D. B. Varner said. It will be ready for use by

September 15, 1961. Pictured below is MSU's \$2,000,000 science engineering building. The new building promises to be one of the most efficiently planned, constructed and used buildings of its type in the country. It will be used about 45 hours per week, or about four times the number of hours for an average college laboratory. The building is due to be completed in the fall of 1961. Construction was authorized by the legislature three weeks ago and \$500,000 was appropriated to begin the building.



But Now Accidents Are Happening Faster

Superhighways have virtually eliminated many types of traffic hazards, Harry Porter, Jr., manager of the National Safety council's traffic department has pointed out.

Porter said expressive speed does two things: 1) It gives a driver less time to think and react in an emergency. 2) It increases the severity of an accident if one occurs.

BUT SLOW drivers cause trouble, too, Porter pointed out. Accident often result from "conflict of movement," he said—one car traveling a lot slower than the others, for example.

"Before the era of the expressway, major boobytraps for drivers were dangerous intersections and head-on collisions.

"But engineers couldn't eliminate people—and people are persistent in finding ways to kill themselves in autos."

ONE EASY WAY to have an accident, said Porter, is to drive too fast for conditions.

Porter cited five rules for superhighway driving:

- 1) DON'T follow other cars too close.
- 2) Don't stop on the superhighway—speeding cars can't avoid danger in time.
- 3) Don't take your eyes off the road.
- 4) DON'T believe that because you're on a superhighway you're immune to hazards of bad weather. There's no superhighway designed to make ice less slippery or fog less dense.
- 5) Form the one-lane habit. Don't straddle lanes, and change only one lane at a time.

Accident Cost High

The estimated cost of 11,408 highway accidents and 91 fatalities in Oakland county in 1959 came to \$14,105,000, according to averages worked out by the National safety council. Injuries totaled 5,565.

James M. Hare, chairman of the Michigan state safety commission, stated that the estimated cost of Michigan's 1,469 fatalities and 198,771 recorded accidents came to \$227,695,000, or nearly a quarter of a billion dollars, in 1959.

OTHER COMMON causes of mountain accidents, says the council, are driving on the wrong side of the road or too near the center, and passing other vehicles.

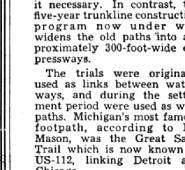
"Perhaps," it observes, "it's a natural fear of driving off the cliff that causes the inexperienced mountain driver to shun the edge and stray into the wrong lane."

"And since visibility on winding mountain roads is often limited, passing other cars is risky; if you drive in the mountains and the car behind you starts to pass down and let him pass quickly, thus avoiding the risk of a pileup which could involve you."

OTHER COUNCIL hints on mountain driving:

- 1) Before leaving on your trip, have your car brakes adjusted, the cooling system checked and cleaned and the spare tire okayed.
- 2) Don't drink — good advice no matter where you drive, but especially important in the mountains, where the intoxicating effect of alcohol is increased by the thin air.
- 3) Don't stop on the roadway to

Old Indian Trails Form Basis Of Modern Michigan Highways



Dr. Philip P. Mason, of Wayne State University, points out trails which have served both old and modern communities. Students Nancy Axell, left, of Traverse City, and Mary Schaut, of Escanaba, look on.

Travelers on the main trail between Detroit and Muskegon in frontier days called it Grand Traverse, which is now US-16. The St. Joseph or Potawatomi Trail is US-12, connecting Detroit and St. Joseph.

Today's US-10 was once the Saginaw Trail, and an old Indian trail from Detroit to Port Huron is now known as US-23. Saginaw, like Detroit, was a center of Indian trade, Dr. Mason wrote. From this spot trails ran to Cheboygan, Mackinaw City, and Traverse Bay, following the present routes, US-23 and US-27.

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