

## Adjust Your Driving to The Season

The recent drastic increase in traffic injuries and deaths emphasizes a need for drivers to adjust their driving to seasonal and approaching conditions, says the State Safety Commission office.

Even the so-called freak accident may have its origin in some simple thing that the driver was actually not prepared for.

This is a time of gloomy, foggy days and early darkness which calls for extra care in vehicle maintenance and operation. Even in daylight hours the blowing rain, sleet and snow may become so bad that headlights should be turned on so a vehicle can be seen sooner by other drivers.

Snow and fog obscure conventional road signs which warn of curves, hills, sensible speeds and intersections where two bleary-eyed motorists may have about five seconds to work out who has the right of way.

Even in daylight, the gray skies help to produce drowsiness.

IT IS EXTREMELY important to have clear visibility through windshields. Wiper arms and blades

and the defroster must work properly to clear away rain, snow, sleet and interior fogging. Know the shape of signs so they will serve at least as a warning, the commission argues.

Also, the rear lights on every vehicle should be functioning properly to meet legal requirements and to provide utmost safety, so that drivers following are alerted to your presence on the roadway.

A fundamental rule for after-dark driving is to limit speed to a rate which will enable you to stop within the assured clear distance ahead. On ice or snow, you must go slower to take into account the lengthened stopping distance. Use snow tires reinforced with tire chains when needed for severe conditions of snow or ice.

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The first deed of Indian land to an English colonist is believed to have been made by Samoset, a chief of the Pemaquid. He transferred 12,000 acres of his tribe's land to Plymouth colonist John Brown in 1625.

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### New Look for Old

Early American furniture gets a new casual look to blend in with today's homes and outdoor patios. Familiar wood styling is replaced by gracefully treated steel, finished in decorator colors while the table top is solid Philippine mahogany with an Early American plank-effect stain. With the traditional deacon's bench in the left background, the furnishings in this room retain the dignity of long ago, combined with a distinctive modern flavor.

### Study City Services In 4 Detroit Suburbs

What services does my city provide? How much snow was plowed off the streets last year? How good is our fire department? What does it cost to collect a cubic yard of rubbish in this community? These are questions that few citizens can answer; in fact, not many public officials could make knowledgeable replies.

In order to provide the means for identifying and price-tagging municipal services, the Southeastern Michigan Metropolitan Community Research Corporation is conducting a study to compare the services of a sampling of Detroit and suburbs.

AS A PRELIMINARY to this study, it became necessary to devise a systematic method of making such a comparison. Following a pilot study in Trenton, the corporation produced "A Methodology for Studying the Services of Local Government."

William M. Day, the organization's chairman, indicated in releasing the document that it was being used as the basis for comparing services performed by four suburban communities. These are: Trenton—East Detroit, Oak Park and Redford Township.

They were selected because they represented a variegated sampling of assessed valuation, governmental structure and personal income and also because of the willingness of local officials to cooperate in making the study.

THE METHODOLOGY itself was prepared by Dr. Peter J. Stanis, University of Detroit faculty member and a former Trenton city councilman, and James M. Friedlander of the corporation's staff.

Donald M. Oakes, executive director of Citizens for Michigan and former Grand Rapids, Berkeley and Alpena city manager, served as a consultant to the project.

The methodology was composed after analysis of Trenton's services and review of the standards that are generally accepted for certain governmental activities.

Because it is based primarily on conditions found in only one city, it will undergo further change as it is used in making the comparative study, Day explained.

HE INDICATED that, to his knowledge, no similar studies have been undertaken elsewhere in the country. It is hoped that the methodology, after further evolution, will have value not only in Southeastern Michigan but in any urban area in the country.

Trenton was chosen as the locus of this study because it is one of the richest cities in Southeastern Michigan in terms of state equalized value per capita.

For this reason, it was expected that a very wide range of services would be found. Over 400 separate functions are listed.

ONE DIFFICULTY in determining and comparing the costs of services of local governments is that there is no uniform method for keeping books. It has already been determined that each of the four cities being compared has a different bookkeeping system.

Generally, it was found that records of work performed often are not maintained. This complicated the task of determining unit costs such as the cost of collecting a yard of garbage or for sweeping a mile of street curb.

It is felt that unit costs are much more meaningful methods of comparing municipal services than per capita costs.

THE STUDY employed some new techniques in determining the costs of municipal services. For one thing, researchers concluded that fringe benefits and employment policies had considerable bearing upon labor costs.

Stanis and Friedlander discovered that fringe benefits, direct and indirect, added as much as 40 per cent to the hourly cost of employing certain municipal workers.

These fringe benefits as well as the depreciation on major equipment were used in calculating the cost of Trenton's services.

Another barrier to deriving useful cost data is the fact that most municipal bookkeeping systems are on a cash basis.

For instance, accounts may well show expenditures made for services performed in a previous fiscal period or for materials being stockpiled for future use. The methodology attempts to avoid errors made for this reason.

**One-Way Highways Could Save Lives**

An official of General Motors has suggested that traffic on highways could be handled more safely by extending the one-way street idea to rural areas.

Kenneth A. Stonex, assistant director of the General Motors Proving Grounds at Milford, said that a system of one-way streets is effective in promoting the flow of traffic and reducing the number of accidents.

"I SUGGEST that our accident picture on rural highways would be improved considerably if we adopted a system of one-way roads, statewide and countywide," Stonex said.

He said he saw no reason why these one-way roads should not be separated even by "several miles."

"I suggest that the cost of the added travel distance would be less than the cost of accidents which would be avoided," he said.

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THIS CHIMNEY cupboard can be as wide and tall as the brick work and as deep as space will allow. Even a depth of four inches will accommodate countless small items—even canned foods—in a sliding, mighty convenient location. Similar but deeper cabinets could be installed beside the chimney, too, if desired.

If tall doors are used, their backs should be framed with light wood. They can be swinging or sliding.

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