

This & That

(Continued from 1-A)

straight and fewer towns en route. Perhaps half of the total miles thus far were over the newer federal divided highways, containing more complete protection of the whole way is going on in every state we passed through. Not one of the big highway trucks, carrying about everything produced in the factories on the land get fast transport over these highways. . . just as we observe in Michigan.

SPEAKING ABOUT motoring, of course one is interested in ways to spend the money. We used motels entirely, mostly those consisting of many units, plus their own conveniences, located at or close proximity to eating places. After getting this far, I am convinced that the day of the small motel, or the larger one that is not located near a place to eat, is doomed. Much evidence of this already is seen, for many of the small ones actually are closed. Such are the penalties accruing to improved motoring highways. . . as many old railroad lines, too, have experienced.

Driving slowly enough, when the land and the foliage are so proved properties warranted closer viewing, adds much to the pleasure of such a trip. We noted many houses, both in small cities and towns as well as on farms, that dated from post-Civil War days and perhaps 1900. Most of them were red brick, rambling, and in states of good preservation. One could imagine something of the "old-fashioned" environments provided for those who lived in them, whose courage and hard work transformed portions of the American wilderness into today's world. (A charge liked by many, also lamented by others who find the modern tempo of hurry, hurry too fast for complete enjoyment.)

GOING THROUGH the business areas of most of these small communities one could see that many of the original store buildings still survived. . . though now and then a modern brick, paneled and stream-lined edifice would display its wares and "splendorous fashion." Along one winding Indiana road, about 40 miles south of Indianapolis, we saw a rural home, the front yard displayed a sign reading: "Ground to Order" — a new way of saying "Realty." Too, in southern Indiana and many parts of Kentucky and Tennessee there were hundreds of farms whose premises appeared over-run with Poland-China pigs. . . the kind whose markings are black, white and black and tan. . . and many signs at small stores and farm homes offering "Country Hams."

The rolling country of these states of Kentucky and Tennessee were without spring and summer foliage, but one could imagine how beautiful they would look, once the seasonal period of "Rural slumber" had gone its dreary way. Yes, there does remain for the tourist much that is reminiscent of former days, if he slows down enough to observe.

OUR FIRST and only sight of an old-fashioned covered bridge was at Freedom, southern Indiana, that spanned the White River, close to Evansville. It was here, while getting some gasoline, that we saw a sign that was the first of a slight "southern accent." Crossing the Ohio River over the famous bridge at Evansville, we reached historic Henderson, Kentucky. This place is famous because here, for eight years, the famous realist-painter John James Audubon lived, and painted many of his wonderful bird and other water pictures. Henderson maintains a very good Audubon Museum, containing the largest single collection of the artist's paintings, together with many stuffed birds. A variety of early artifacts of former days of Indians and early white settlers also are displayed at the Museum. If you ever come to Henderson, it will pay to visit this memorial to Audubon.

Proceeding on southward we soon drove over a 25-mile stretch of swamp country. . . and were greeted by the singing of maybe thousands of frogs. The weather in "Old Kentucky" was getting warmer. . . just like our customary late April-early May days in southern Michigan.

BETWEEN MILAN and Memphis, Tenn., we tuned the car radio to a news broadcast, quickly followed by a wide variety of religious services, as we spanned the radio dial. A few of them were offerings quietly spoken pastoral words, though many of them let us know, via loud exhortations mingled with emotionalism, that everybody ought to be mighty careful what he does during his brief span on this terrestrial chunk of earth.

We passed many large and small churches, and on this Sunday they appeared well attended. . . if parked, that does mean anything. We found the parts of Memphis through which we traveled were very clean. . . both in the business sections and where big and little residences housed people. Crossing the Mississippi River here, we entered Arkansas. A majority of our message in Arkansas was good level roads, Arkansas, as well as some of eastern Texas, must grow lots of rice and soy beans, for we passed many large elevators that processed and stored these products. Too, we also passed thousands of acres of "rice paddies," though we saw none of the stuff growing at the time. Lots of cotton is still grown in the southern areas of Tennessee and Texas, through which we drove.

INCIDENTALLY, (and quite importantly) we found that the cost of meals in the south and thus far to Carlsbad is less than "up north." One very good roast beef "and all the trimmings" meal we had at Abilene, Texas, cost only \$1.69 for both of us. Perhaps one reason why beef is less expensive is because much of it is raised on the many ranches operated hereabouts. We by-passed both Dallas and Ft. Worth, though we were able to see portions of them from elevations

Homeowners Ask Depressed X-Way Near Charnwood

Residents of Charnwood, subdivision were scheduled to meet Tuesday evening to discuss further steps in their demand that a Chrysler Expressway be interchanged at Adams Road, Charnwood residents want it depressed under Adams, just north of Square Lake Road.

The Troy Commission approved plans Monday night for the route through Troy, including the rise over Adams Road. Charnwood residents want it depressed under Adams, just north of Square Lake Road.

THE COMMISSION meeting was attended by more than 50 Troy residents who protested the highway department's refusal to revise the interchange. Residents asked the city to hold the approval until the revision was made.

Irving J. Rubin, executive assistant to the Highway Commissioner John C. Mackie, told the commission that a partial depression would cost an extra \$100,000. A complete depression would cost an additional \$500,000.

As a compromise plan, the final version of the intersection will be at Square Lake Road to the north and run it under the highway, east of Adams. This will allow future widening of Square Lake Road without construction of a new bridge.

OTHER REASONS given for not depressing the interchange were: possible costly drainage problems and federal government refusal to approve the extra expense. The federal government is financing 90 per cent of the expressway cost.

Charnwood residents claim the noise from heavy trucks and traffic on the Chrysler Expressway will depreciate property values of their homes.

Commission Delays Decision On Fluoridation of Water

Birmingham City Commissioner Carl F. Ingraham has had a change of thought on Birmingham's position on fluoridation of water. . . Three weeks ago Ingraham voted with other commissioners to take action on a request from the Oakland-Dental Society to adopt a resolution favoring fluoridation. The reasoning was that fluoridation as Birmingham buys its water from Detroit any such treatment would have to be decided upon by Detroit because its decision would involve so many other communities.

Since then, Ingraham said Monday, he has been giving the subject further thought. "For many years I have hoped we would fluoridate the water, and I think we should."

HE THEN moved that the commission notify the Detroit Water Board, the City of Detroit and the Southeastern Ozone Wg. Authority that "we are in favor of fluoridation of the water supply." The Commissioner Robert Page supported the motion.

However, Commissioner Charles Renfrew said that because this "a matter of such high interest to people, I would be reluctant to take action without having had it on the agenda."

Renfrew moved to table Ingraham's motion with Commissioner Ralph A. Main supporting. The motion carried, 4-3.

AFTER MAYOR Florence H. Willett pointed out that she had some information to relate that might have a bearing on the commission's decision, Commissioner William E. Roberts moved to reconsider the motion to table.

It passed, with Renfrew casting the only no vote. Then the commissioners voted 6-1 against tabling the motion. Ingraham's original motion back

on the floor for discussion. Mayor Willett pointed out that she had some material which had been submitted in May, 1960, stating the case against fluoridation. She felt the commission should not pass a resolution before giving the opponents an opportunity to present their views.

COMMISSIONER William E. Roberts emphasized "for the press" that if the commission did reach a decision Monday night it would be a "hasty" one.

Fluoridation, he said, had been discussed many times and the commissioners have kept "up to date" on it.

"If this decision is made," Roberts declared, "it will not be in any haste or without due consideration."

Renfrew felt, however, that a delay would not affect the commission's decision and would demonstrate that it does hesitate to act without a chance to get all the facts.

Roberts then moved to table Ingraham's motion for three weeks, with Commissioner William H. Burgum supporting. The motion passed unanimously.

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Obituary Notices

Hanley Dawson

A rosary was recited Tuesday in the William Vasu Funeral home for Hanley Dawson, automotive industry veteran, who died March 4 at Henry Ford Hospital following a brief illness.

Mr. Dawson, 73, of 784 Overhill, Birmingham, was a founder of the Detroit Auto Dealer Association and also one of the original members of the Athletic Club and the Recces Club.

Surviving are his wife Edythe; four sons, Harry, Jr., Donald J., David and William J., and 13 grandchildren.

Request-high mass was Wednesday morning in Holy Name Church, Birmingham, followed by burial in Mt. Olivet Cemetery.

Russell Alstrom

A resident of Birmingham for 30 years, Russell Alstrom, 62, of 227 Ruffner Street, died Feb. 25 following a brief illness.

Mr. Alstrom, who was a press operator for the Brass Forging Co., died in 1959. Funeral services took place March 3 from the Manley Bailey Funeral Home, with burial in Roseland Park.

Survivors include his wife, Mildred; three daughters, Mrs. William Rupert, of Wyandotte, Mrs. David Sewell, of Berkeley and Mrs. Charles Hill, of Southfield; a son, Jack, of Fontana; one sister, a brother and nine grandchildren.

Mrs. Helen C. Weiss

Mrs. Helen C. Weiss, 62, of 21524 Corsaut Court, Birmingham, died March 3 after several months' illness in the Detroit Osteopathic Hospital. Services were Wednesday in Bell Chapel of the William H. Hamilton Co., with interment in White Chapel Cemetery.

Mrs. Weiss was a member of the First Presbyterian Church of Birmingham, a member of Plumb Hollow Country Club and the Valley Woods Chapter of Farm and Garden.

She is survived by her husband Elmer P., two daughters, Mrs. Katherine W. Closson, of Birmingham, and Barbara L. Weiss, of Detroit; a granddaughter and one brother.

Patrick Smith

Services for Patrick Smith, 57, of 5470 Brookdale, Birmingham, were held Tuesday in the William Vasu Funeral Home.

Mr. Smith, president and founder of the Commando Tool Co., died March 3 in William Beaumont Hospital. Burial was in Woodlawn Cemetery.

He was a member of the American Society of Tool and Manufacturing Engineers, Chapter No. 1; Detroit Elks Lodge, No. 34; Knights of Columbus, No. 305; a life member of the Gas Donors Foundation of the University of Detroit, and past president of the SPEBSQSA.

He is survived by his wife, Margaret T.; a son, Patrick A.; a daughter, Mrs. Lawrence Zimmerman; his mother, Mrs. Annie Patrick; 10 sisters, two brothers and two grandchildren.

Dr. L. Stanford Evans

Services for Dr. L. Stanford Evans, 61, of 26460 Fourteen Mile Road, Franklin, who died March 4 at St. Carmel's Hospital, were held Wednesday in the Ross B. Northrop and Son Funeral Home. Burial was in Grand Lawn Cemetery.

Dr. Evans is survived by his wife Geraldine, a son, L. S. Evans, Jr., and two sisters.

Mrs. K. B. Monicatti

Mrs. Katherine B. Monicatti died Wednesday morning in the Arnold Nursing Home in Detroit. A resident of Detroit since 1920, Mrs. Monicatti had lived in Birmingham for the past four years.

She is survived by three daughters, four sons, 10 grandchildren and 13 great-grandchildren.

Services will be held in the William Vasu Funeral Home Saturday at 9:15 a.m. and at Holy Name Church, Birmingham, at 10 a.m. Burial will be in Mt. Olivet Cemetery.

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