

County Receives Hwy. Collections

The State Highway Department has started distributing second quarter Motor Vehicle Highway Fund collections to Michigan counties and incorporated cities and villages.

State Highway Commissioner John C. Mackie said net receipts of the Highway Fund during April, May and June of 1964 amounted to \$49,028,482, an increase of \$1,773,942, or 3.7 per cent, compared to the same period of 1963.

Oakland County's share totaled \$1,024,586 while Birmingham received \$37,628 and Bloomfield Hills, \$6,870.

ALL STATE gasoline and diesel fuel taxes and license plate fees go to the Motor Vehicle Highway Fund.

After deduction of collection costs and the Waterways Commission's share, the money is distributed under provisions of state law which provide that 47 per cent goes to the State Highway Department for use on state highways, 38 per cent to the State's 68 counties for use on county roads and 18 per cent to 620 incorporated cities and villages for their roads and streets.

Under this formula, the State Highway Department will receive \$28,048,566 as its share of the second quarter collections, while the counties will receive \$17,163,819 and the incorporated cities and villages will get \$8,827,107.

Torch Drive Names Business Fund Leaders

William Gard, Dura Corp. of Oak Park, Torch Drive vice chairman, has named business fund leaders for the community business for Oakland County, Michigan.

Will work with him in organizing and directing the solicitation of small business and industry during the 1964 annual "Give once for all" campaign.

Community business chairmen are James Campbell, Northland Underwriters, Southfield; Richard K. Katis, Fuelco Inc., Farmdale; Clarence W. Eraft, Mutual Benefit Life Insurance, Detroit; and David W. Logan, Jr., David Logan and Sons, 2438 W. Maple, Birmingham.

Richard Peck of the J. L. Hudson Co., Morshland Center, will serve as industrial chairman.

L. G. Johnson, Allegheny Ludlum Steel Corp., Ferndale, was named to head the chapter cultivation program.

The drive will be conducted Oct. 20 through Nov. 12 to raise money for the 1965 budgets of 204 health and community services. Business solicitation however, will start Sept. 30.

State's Road De-Icing Unit Goes on Market

An invention by four Michigan State Highway Department employees may help improve winter driving conditions on highways across the nation next winter.

The device, which does a better job of controlling the spread of ice-melting chemicals on high-speed highways, was designed and developed by Specifications Engineer A. J. Karpus, Field Equipment Supervisor William Kutcha, and Equipment Inspectors Mike Ottosen and Leo Tift.

The State Administrative Board has authorized the department to license the commercial manufacture and sale of the device.

THE FOUR employees have patented the spreader, which fits on the back of a snow plow truck, but have turned it over to the highway department.

The board ruled that no royalties or fees would be paid by manufacturers, "since the use of the system will contribute to highway safety in all states, counties and municipalities."

Not only does the spreader contribute to safety, it has saved the department several hundred thousand dollars because of its increased efficiency.

It permits the driver to match the speed of the spreader to that of the truck, and to change the width of the area covered to match conditions.

If you are a discriminating shopper, you'll find it pays to read the classified pages of The Eccentric today and every week. Read and advertise in the Classified pages. Call MI 4-1100.

THE GOLDEN YEARS

The ad in the back of the paper said the farm had 180 acres, 90 of them good for crops, another 90 good for cattle grazing, and the rest in timber. There was a seven-room house, the usual out-buildings, a pond and a pasture.

The price had been \$35,000, and was now reduced to \$30,000. A firm offer of \$25,000 probably would have bought it.

But this is not a farm story. It is a retirement story, directed to older parents who have property or money to leave to their children.

THE FARM was a fine one, up until recent times. The man who had owned it started out on the place as a tenant, did well, bought it, expanded, and built the seven-room house.

He produced three sons and two daughters, sent them all to college. In his later years he settled down to ease in satisfaction on his achievements, which were indeed fine ones.

In time he died. He left his fine farm to his widow, with the expressed wish that it stay in the family to support the widow, then pass on to the five children to give them lifetime security. The farm would do as well by them as it had done by him, he said.

BUT CROP allotments came. Tenants went. And five children who had gotten a taste of the outside world while at college never moved back.

The 70-year-old widow, isolated and alone in a house she couldn't maintain, and on a farm that didn't fit the pattern of modern agriculture, moved into town to be near a son.

Thus the ad in the paper—for an abandoned farm that no longer held appeal for the family and that

was now an economic liability. But a farm—and this is the key to the story—that the old gentleman who developed it was quite sure would serve his heirs well... and would get up out of the cemetery and fight if somebody told him it had become a dud.

WHAT THE OLD gentleman did was less obvious than the one who left the buggy-whip factory. But it's the same sort of thing. And it is happening in varying degree almost every time a successful older man leaves a will.

What was good for him will be good for the next generation—he just knows that. Yet there is seldom a man who can outguess economics for two generations in a row.

Here are the primary areas where men are making mistakes when they presume to know what will be happening when they are gone.

THE FAMILY HOME. Changing neighborhoods, slum clearance, and gendarmations for super-highways are making anybody's home a tentative family these days.

THE FAMILY BUSINESS. Men still are leaving their business to their families with instructions that they can't be sold or with restrictions on how they must be run.

THE EXPANSION OF chain business and the sudden shifts in the fortunes of the neighborhood where the business is located, new products and new fashions in buying are wrecking many of these legacies.

INVESTMENTS. The man doesn't live nowadays who can know for sure that his investments will be the best investments five years after he goes. To tie the hands of those he leaves his investments to is to court disaster.

August 29, 1964 THE BIRMINGHAM (MICH.) ECCENTRIC 3-BB

Hills' Cadet Trains for Combat Exercises

Cadet Robert A. Haaffner, of Bloomfield Hills, a third classman (sophomore) at the U.S. Military Academy at West Point, N.Y., is undergoing two months of extensive practical combat field training at the academy's Camp Buckner, ending Aug. 29.

Each year the third classmen train at Camp Buckner, a large tract of rugged, undeveloped, mountainous New York terrain, during July and August.

The summer program, begun in 1942, is designed to train each cadet in the capabilities, limitations and methods of tactical employment of the infantry, armor, artillery, engineer, signal and transportation branches of the Army, to any of which he may be assigned when he is commissioned a second lieutenant upon graduation from the academy in 1967.

THE GREATER part of Cadet Haaffner's training at Camp Buckner is in infantry instruction.

Part of this time is devoted to Reconno training, a combination of Estager and Commando techniques, which is considered the high point of the summer training program.

Five days are spent in the field during Reconno exercises, where training simulates a continuous tactical problem in counter-guerilla operations. The cadets participate in day and night patrols and learn mountain climbing techniques, hand-to-hand combat and navigation.

The 22-year-old cadet, son of Mr. and Mrs. Augustus C. Haaffner, 1441 Cedar Bend Dr., was graduated from Bloomfield Hills High School in 1960 and attended Williams College, Williamstown, Mass.

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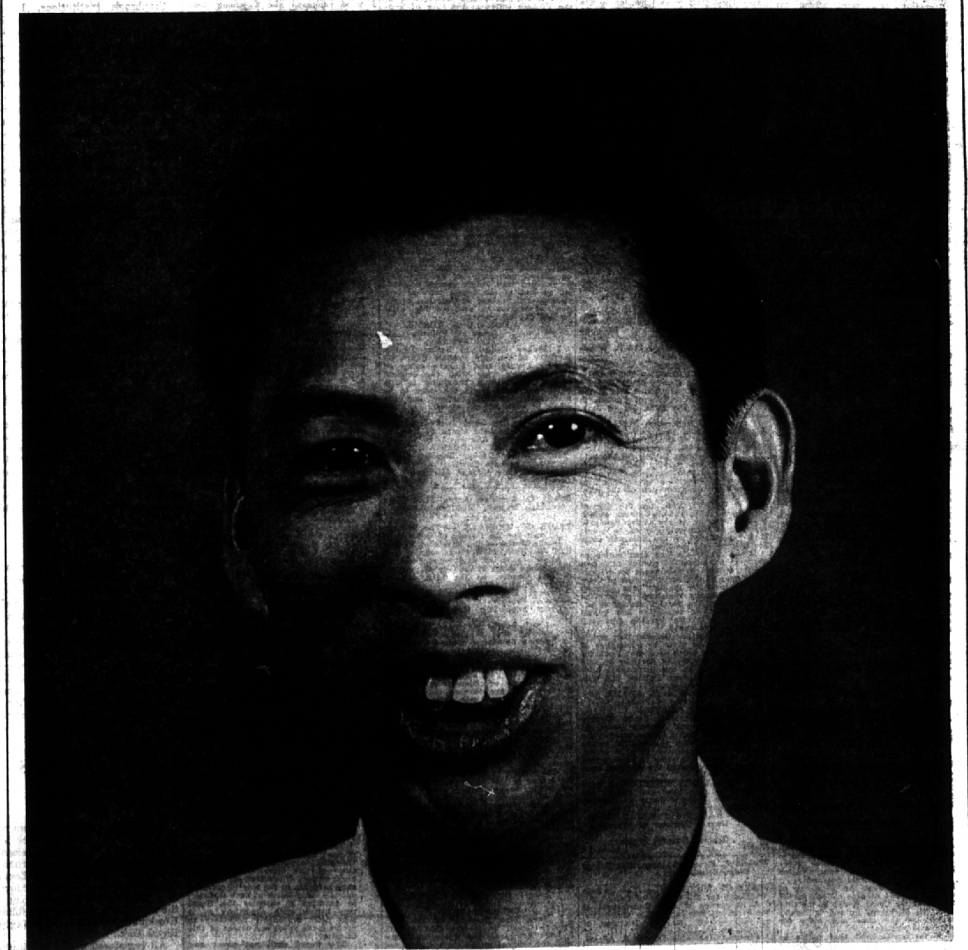
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