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IGA TABLERITE WESTERN BEEF
Boneless
N.Y. Strip Loins

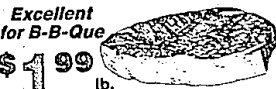


\$3.33 lb. CUSTOM CUT FREE

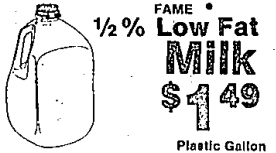


PEPSI-Regular or Diet, PEPSI FREE, DIET PEPSI FREE, PEPSI LIGHT & MOUNTAIN DEW
8 Pack 1/2 Liter Bottles **\$1.69** + Dep.

IGA TABLERITE WESTERN BEEF
Boneless
Denver Steaks



Excellent for B-B-Que
\$1.99 lb.

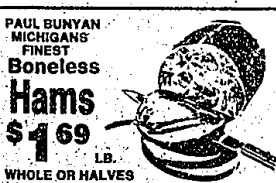


1/2 % Low Fat Milk
\$1.49
Plastic Gallon

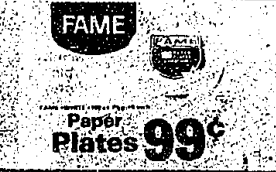


Long White Potatoes
\$1.89 8 lb. Bag
89¢

IGA HAMBURGER
Hot Dog Buns **2/99¢** each
BCL-Pkg



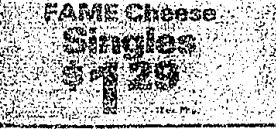
PAUL BUNYAN MICHIGAN'S FINEST Boneless Hams
\$1.69 lb.
WHOLE OR HALVES



FAME Paper Plates **99¢**



THORNAPPLE VALLEY REEP ON MEAT
Hot Dogs **\$1.59** lb.



FAME Cheese Singles **\$1.29**



photo courtesy of the Detroit-Windsor Tunnel Corp.

Visiting the half-completed tunnel on Jan. 20, 1930 were John David Dingell Jr., 3 and Janice Meredith Scott, 4. Behind them David Sampson, a carpenter, works on the tunnel. The children accompanied

their mothers, members of the Madrigal Club of Detroit on a tour of the tunnel. The club was the first group of private citizens to view the project.

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Examining monitors which measure the level of air purity in the tunnel, Delaney oversees an operation which seemed at the beginning of this century like another promoter's pipedream.

Tunnel vision

Continued from Page 9

the tunnel's existence, for more than 50 years it was nothing more than a promoter's pipe dream.

When the tunnel was first opened to traffic on Monday, Nov. 3, 1930, it was hailed as a feat of advanced engineering. About 2,200 feet of the tunnel is built under the Detroit River. At its lowest point, the roadway is 75 feet below the water's surface.

The formal fanfare had occurred the previous Saturday when at precisely 11:40 a.m., President Herbert Hoover pushed a gold button in Washington D.C., causing bells to ring at the speakers platforms on both sides of the Detroit River.

At the same time in the tunnel, two little girls were asked to untie a silken ribbon marking the boundary between the two countries. Fern Martin, 13, daughter of the tunnel's promoter, Fred W. Martin, and Virginia Bradley, 12, daughter of Tunnel Corporation President Judson Bradley, untied the red, white and blue bow.

IT MARKED a dainty end to a rough task which had really begun in 1871 when ground for a tunnel was broken at the foot of St. Antoine in Detroit. Workmen managed to dig 135 feet under the river before they reached a pocket of sulphurous gas fumes which sickened several men. The rest refused to re-enter the tunnel.

In 1874, the Detroit Board of Trade attempted to drum up interest in building a bridge between the two countries. As it did three years earlier, shipping interests in the city strongly lobbied against a bridge. Shippers feared a

bridge would impede navigation on the Detroit River.

In 1879, another stab was made at digging a railroad tunnel to connect Grosse Ile with Canada. This time, underground limestone formations made excavation so costly that organizers were forced to back away from the project.

Grand Trunk Railway opened its tunnel beneath the St. Clair River at Port Huron in 1891. Stretching 6,000 feet under water, it's purported to be one of the longest tunnels of its kind in the world. Detroit businessmen feared the tunnel would divert shipping from the city. However, their efforts to organize support for a tunnel built at Detroit were unsuccessful.

A railroad tunnel between Detroit and Windsor was eventually built in 1910 at a cost of \$8,500,000. Of the tunnel's two-and-one-half miles, 2,625 feet is under water.

BUT the advent of the automobile suggested to some a tunnel built to accommodate private traffic.

In 1919, Windsor Mayor E. Blaker Winter suggested to Detroit Mayor James Couzens a tunnel for autos and streetcars as a memorial to those who died in World War I. Couzens, later elected to the U.S. Senate, approved the project, but the Canadian government, still reeling from the war's economic aftermath, rejected the idea.

It wasn't until 1926 that another Canadian took up the idea. Fred W. Martin, a Salvation Army captain from Windsor, sought private support for a tunnel. Detroit, New York and Chicago banks were persuaded to back the project if the tunnel's architects, Parsons, Klapp, Brinckerhoff & Douglas of New York could guarantee construction costs. The firm soothed bankers' uneasiness by supervising the project through its own company, Parklap Construction.

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