

Dropout Study Begun By Wayne County Schools

A Wayne County "Study of the School Dropouts" has been started by three Wayne County Intermediate Board of Education consultants: Lee Goodney, Director of Attendance; Charles Barnett, Director of Child Accounting; and Gerald Matthews, Guidance and Counseling Consultant.

A special invitational meeting was held for two representatives each from attendance, counseling, and child accounting departments of Wayne County Intermediate School districts. To insure a good cross-section from the 43 school districts, the following educators were invited: Frank Davis, Robichaud High School, Counselor; Bob Watten, Heintzen High School, Counselor; Paul Francis, Garden City School District, Attendance Director; Harry Hinderfeller, Belleville High School, Attendance Director; Charles McLaughlin, Taylor Twp. School District, Director of Pupil Personnel; and Ken Kocher, Wayne School District, Director of Pupil Personnel.

Discussion at this first meeting centered around how information about the school dropouts in Wayne County could be gathered and what type of survey instrument must be fashioned. At the present time, individual districts have done occasional

studies of their dropouts, but no centralized, over-all Wayne County study exists.

A second meeting has been set up at the Board of Education offices in Garden City. Phil Davis, Garden City Attendance Director will host the

meeting at which the newly-formed group will talk with Mr. Henry Lewis, Director of Vocational Education in the Dearborn City schools. His experience with the recent Dearborn Dropout Study will be the main topic for discussion.

Area Obituaries

MRS. JESSIE GARCHOW. Services for Mrs. Garchow, 62, of 1235 Five Mile Road, Livonia, were conducted Tuesday at the First Evangelical Lutheran Church in charge of Rev. William J. Peltola. Burial was in Livonia Cemetery.

Mrs. Garchow died Saturday at her home. She was born June 12, 1902 in Wino, Mich., a daughter of Thomas and Clara Jenner. Mrs. Garchow was a member of the First Evangelical Lutheran Church since 1932 and was a member of St. Paul's Church.

Surviving are two sons, Thomas and Maurice of Plymouth; two daughters, Mrs. Mae Peltola, Livonia, and Mrs. Leona Wilson, Detroit; a sister, Mrs. Edith Hawley of Livonia; seven grandchildren and 10 great grandchildren.

WILLIAM WELBY. Services for Mr. Welby, 75, of 1818 Westman Road, Livonia, were conducted Tuesday in the Mount-Pleasant Funeral Home in charge of Rev. William W. Hildebrand. Burial was in Acadia Park Cemetery.

Mr. Welby died Saturday in St. Mary Hospital. He was a retired machinist from the Ford Motor Co. Surviving are two daughters, Mrs. Helen J. Welby and Mrs. Sylvia Frankenstein; a son, William; and five grandchildren.

WILLIAM KENDER. Services for Mr. Kender, 70, of 2823 Myrna Road, Livonia, were conducted Friday in the R.G. and Co. St. Mary Hospital. He had resided in Livonia for 17 years and was a

retired foreman at the Cadillac Motor Car Co. He was a member of the Ward Memorial Presbyterian Church.

Surviving are two daughters, Mrs. Phyllis Mazzeo, Detroit, and Mrs. Pauline Smith, Livonia; two brothers, Albert and Hayes Kender; and four grandchildren.

MRS. POLLY ROLLO. Services for Mrs. Rollo, 65, of 1910 Levan, Livonia, were conducted Tuesday at St. Paul's Presbyterian Church in charge of Rev. William Whitcomb. The body lay in state at the Mount-Pleasant Funeral Home.

Mr. Rollo died Saturday in St. Mary Hospital. Surviving are her husband, James A. Rollo, James Jr., and a daughter, Mrs. Donald Brown; one sister, Mrs. Thomas Smith; and one son, Philip Smith.

PHILIP SMITH. Services for Mr. Smith, 64, of 1923 Hawley, Livonia, were conducted Saturday in St. Vincent's Church with burial in St. Olivet cemetery. The body lay in state in the Mount-Pleasant Funeral Home.

Mr. Smith died Nov. 25 in Ann Arbor Hospital in Wayne. He was a truck driver for Commonwealth Brass Co. Surviving are his wife, Mrs. Ann Smith and one son, Philip Smith.

Hare Seeks Opinion On Studded Tires

LANSING—Are studded tires which help to keep cars from skidding and sliding in Michigan's rough winters illegal in this state?

Well, most officials including Secretary of State James M. Hare think so. But Hare said he would ask the attorney general to rule on them to get a "clear-cut decision" on the matter.

Hare, chairman of the Michigan State Safety Council, said that his offices had received reports of Michigan dealers selling studded tires. "However, Michigan law appears quite specific in the matter," Hare noted, "and on the basis of our law, they may have to be outlawed in the state."

Hare said he personally thought the studded tires were a "definite safety aid" and would be of help in driving on icy and snow-covered roads.

Michigan law prohibits studs or other devices on tires, Hare said. Wires are permitted providing they do not exceed .075 inches in diameter.

The studs in question are made of tungsten carbide and covered with steel or plastic. They are inserted with a pressure gun into holes molded into the tire and cost about \$10 more than the average tire.

One-Car Death Survey Reveals Prior Records

LANSING—A sampling survey done by the Driver Improvement section of the Michigan Department of State revealed that most drivers killed in one-car accidents have prior violation and speeding records.

In releasing the study, Secretary of State James M. Hare said that officials of his department would continue the study in an effort to add data to the findings.

(1) All but five of the 49 drivers studied had previous convictions for speeding ranging from one to 12 infractions and had averaged more than two prior speeding convictions.

(2) Twelve of the 49 drivers had previous reckless driving convictions.

(3) All but three of the drivers had prior traffic convictions ranging from two to 38 points, with these totals not limited to the past two-year period.

(4) Even with the limitations in receiving accident reports since neither Detroit nor Grand Rapids submits accident reports to the Department of State a total of 27 of the 49 drivers had been involved in prior accidents.

(5) More than half of the vehicles involved were 1950 or older models.

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