

OBITUARIES

GRIFFITH OWEN HUGHES
Mr. Hughes 87 died Feb. 1, 1973 at Mt. Carmel Mercy Hospital in Detroit. He was born in Wales. He was formerly a shipping clerk for Detroit Controls.
Surviving are son Joseph Earl of Union Lake, daughter Mrs. Harry (Marie) Turner of Farmington, sisters Mrs. Flora Owens of Ohio and Mrs. Harry (Alice) of Livonia, five grandchildren and 18 great-grandchildren.
Services were Feb. 3 at St. Alexander's Catholic Church in Farmington with burial at St. Hedwig Cemetery in Dearborn Hgts.
Funeral arrangements were by the Heenev-Sundquist Funeral Home in Farmington.

GIUSEPPE PALIZZI
Mr. Palizzi, 80 of Livonia died Feb. 10, 1973 at St. Mary's Hospital in Livonia. He was born in Italy.
An assembly line worker for Chrysler's Plymouth Plant, he retired after 27 years. He was a member of St. Gerold's Catholic Church of Farmington and a World War I Army veteran who was engaged in battles at St. Die sector, St. Mihiel Offensive and Pavenell sector.
Surviving are widow Olga Orelia, son Ralph of West Bloomfield Township, daughter-in-law Jennine of West Bloomfield Township, brother Pat of Dearborn Heights and two grand children.
Services were Feb. 13 at St. Gerold's Catholic Church of Farmington with burial at Holy Sepulchre Cemetery in Southfield.
Arrangements were by Heenev-Sundquist Funeral Home of Farmington.

MARIE ELIZABETH MORRIS
Mrs. Morris, 55 of Southfield died Feb. 12, 1973 at Providence Hospital in Southfield. She was born in Lansing.
Formerly of Howell, she had been a resident of Southfield for two years and was a clerical worker for Michigan State University for two years.
Surviving are widower Henry, sons Patrick S. Waite of Novi, Kenneth C. Waite of Howell, Douglas of Missouri, daughters Mrs. Donald (Jane) Kofel of Howell, Mrs. Russell (Carol) McNamara of Traverse City, Mrs. Allie (Sally) Redick of Waterford, Mrs. Carl (Evelyn) Carpenter of Clarkston, Ruth Jacobs of California and Lois of California.
Also surviving are brothers Earl Pratt of Traverse City, William Pratt of Lansing, sister Mrs. George (Doris

Boellinger of Arizona and 11 grand children.
Services were Feb. 15 at Trinity Episcopal Church in Farmington with burial at Oakland Hills Memorial Gardens in Novi.
Arrangements were by Heenev-Sundquist Funeral Home in Farmington.

DOROTHY J. PLACE
Mrs. Place, 57 of Southfield died Feb. 11, 1973 at Washe County Detroit General Hospital. She was born in Detroit.
A lifetime resident of the Detroit area, she was president of the Women's City Club of Detroit and Vice-President of Harper Hospital Auxiliary. She was a member of the Colonial Club and the Eastern Star.
Surviving are widower Edwin, son Edwin, Jr. of Orchard Lake, daughter Mrs. Dennis (Barbara) Dahlmann of Ann Arbor, brother Donald McElroy of Farmington and seven grand children.
Services were Feb. 17 at Franklin Community Church in Franklin with burial at Arden Park Cemetery in Birmingham.

Cities prepare for Bicentennial

FARMINGTON—A local meeting of Farmington Area Chamber of Commerce will soon be held to discuss men, civic groups and special interest organizations in both Farmington and Farmington Hgts.
It will be an initiative to start the first planning meeting for the celebration of the Bicentennial of the city, to be held at 8 p.m. Wednesday, March 1, at the Botsford Inn.

John Smith, chairman of the Bicentennial Committee, said that it will be elected and ask for programs and projects to be considered.

Smith said he is organizing the meeting as a representative of the chamber of commerce. A program chairman will be elected at the meeting.

Smith said he is hoping for about 50 representatives from the various groups at the March meeting. He expects an open invitation to be sent from the Kalamazoo Regional Office for schools and other groups to lead the meeting.



Botsford Inn is Michigan's oldest hotel

Botsford Inn is living history

By HY SHENKMAN
Want to take a rest in Henry Ford's chair? See a portrait of a cardinal playing billiards or sleep in Thomas Edison's bed? Stop at the Botsford Inn in Farmington.
It's the oldest hotel in Michigan. The hotel started as a farmers' and drovers' inn for shoppers and cattle men enroute to the Detroit Market. The 42-acre parcel of land was acquired by Henry Ford I in 1924.
In 1931 the John N. Anhalt family, who was operating small hotels in Detroit, purchased that estate. The business now is run by their 51-year-old son, John W.
A graduate in law, he devotes full time to the belief that a personal touch is a must to assure the success of a hotel business. Anhalt tries to preserve the early American garden created by Mrs. Henry Ford, the buffet from General Lee's home and other priceless items to make sure the past is still living.

give me a bad check. Instead of returning the check, he sent me that clock. It's hand carved.
The "cook" fireplace is hand made brick with a bake-oven to the side. On the wall a framed photograph shows prosperous Henry Ford I in his 58th sitting on a chair with a hole in his shoe.
A hand-carved bedroom set 80 years old, owned by the father of the automobile industry and made for Thomas Edison, is preserved at Botsford Inn.
A couple slept in that bed on their honeymoon and return on their anniversaries for sentimental reasons.
One of Ford's possessions, the "Stella," a Swiss music box, still plays perforated metal discs in the living room. A 96-year-old ticking piano, which belongs to General Astor's sister and a desk purported to have been used by President Abraham Lincoln also are housed in the inn.

EVERY ROOM has fire protection sprinklers. He admits that the water would do as much damage as fire but the system pays off in a feeling of security. Every room and lobby has a log fireplace.

A barn, which housed oxen was turned into an attractive party room with colored glass windows and a sky light.
Another dining room for specialty cooking is being built.
The Botsford Inn personnel are redecorating for the bicentennial with new wallpaper, drapes and bed spreads.
"We still use the original floors. We scrub and wash them. We have maid service but no bell boys. If needed I'll carry the baggage for the customers," Anhalt said.
"Our guests are courteous, appreciative and respect our priceless historical objects. In 25 years, I don't think I had to ask out two customers."
"YOU KNOW, a few drinks can change a personality. The few who become nasty or mean must be weeded out to preserve peace and quiet for the many guests trying to enjoy their stay."
Anhalt speaks about the challenge coming from the mushrooming of new hotels and motels.
"Some chain hotels built places where every lobby, every room looks alike. We feel we have to offer variety and fascination for our customers.

Our business is successful because of our personalized service and the wide range of activities and affairs.
Anhalt's mother and father, 81 and 80 respectively, live eight months in Florida and four months in Michigan. He preserves an apartment for them a part of the Botsford Inn.
Hundreds of pictures, including baby portraits, family outings and get-togethers, witness the life the Anhalts have enjoyed.

Anhalt shares his warmth with his paying guests. As they leave he shakes hands and invites them back.

POINTING AT a large double-faced railway clock in the lobby entrance he said, "It comes from the old New York Central.
Fifteen years ago a customer

Taxes may widen roads to Pontiac's new stadium

By ROBERT KIPPER
OAKLAND COUNTY—Three-quarters of a million dollars in county funds may be spent for a road widening project to handle traffic from the soon-to-be-completed Pontiac football stadium.
In addition, five representatives of the Oakland County Road Commission will fly to Washington, D.C. this week to seek up to \$35 million in federal funds for other road improvement projects related to the new stadium.
If approved, the cost of the road projects will almost equal the cost of the stadium itself, \$41 million.
The City of Pontiac might pay for part of the proposed road work but the Pontiac Stadium Building Authority, which operates as a public corporation on a tax-free basis, would be required to pay nothing.
Opponents of the controversial stadium project have long feared that tax dollars ultimately would be used to expand county roads for the expected increase in traffic brought on by the stadium. However, just last week, with less than six months remaining before the scheduled opening of the stadium, county officials began in earnest to seek public funds for the road work.
A resolution was introduced to the county board of commissioners that it cramped \$250,000 to help widen a stretch of Opdyke Road directly in front of the stadium.
According to that resolution, the Oakland County Road Commission would contribute \$500,000 of its funds to the Opdyke widening and another public unit, conceivably the City of Pontiac, would contribute the balance of what would be a \$1 million project.
The \$1 million would be used to widen one mile of Opdyke Road, between the stadium and M-59. Its cur-

rent two lanes would become five.
THE RESOLUTION, which will face stiff opposition from several county commissioners, will be considered in committee during the next two weeks.
It was introduced by Commissioner Richard H. Wilcox (R-1), of Ortonville, who also has served as a member of the Pontiac Stadium Building Authority since 1972.
Wilcox saw no conflict in his making the resolution. On the contrary, he said that being a member of the stadium authority put him in the best position to understand the traffic problems to be expected near the stadium.
While Wilcox's resolution was cosponsored by two Pontiac-area commissioners, commissioners representing areas farther away from Pontiac appeared less enthusiastic.
Many commissioners said they wanted more information before deciding how to vote on the proposal while several were instantly opposed to using badly-needed county funds to aid what they considered a profit-seeking private enterprise venture.

THE RESOLUTION comes when both the county board of commissioners and the road commission face tough budget years.
Growing welfare demands have cramped an already tight-belted county budget. The road commission has curtailed several programs and introduced a series of austerity measures because of dwindling revenues this year.
However, road commission officials and other proponents insist that Opdyke has badly needed widening for a number of years. The stadium, which will disgorge 15,000 automobiles and more than 400 buses from its biggest events, will only increase an already

congested traffic situation on Opdyke, they argue.
County Executive Daniel Murphy has lent his support to freeing \$250,000 from the county budget surplus for the project but only if alternate funding sources cannot be tapped.
IT IS A search of alternate funding is taking five representatives of the county road commission to Washington, D.C. Tuesday and Wednesday.
At the very least, the road officials hope to get enough federal funding to pay for the widening of Opdyke, which would eliminate the necessity of using county funds.
However, road officials hope as much as \$35 million can be pried loose to upgrade stretches of at least five other county roads and two state highways that lead to or from the new stadium.
ALL THREE county road commissioners, the county highway engineer and the executive director of the road commission will make the two-day trip at public expense.
Last year the road commission made a study which showed that \$33.25 million would be needed to best prepare nearby roads for the Pontiac stadium traffic.
The study called for upgrading parts of the M-59 and W-15 expressways and widening parts of Adams, Auburn, Featherstone and University roads. It also advocated widening a second phase of Opdyke.
Moving ahead on any of these additional road projects will depend entirely on whether federal funds are made available, according to John Grubba, executive director of the road commission.
Due to the economic pinch at the federal level, however, getting funding for any or much of the \$35 million project could be difficult.

HUDSON'S GREENHOUSE

The rain-topper it looks almost too good to be practical.

A coat by RAINFAIR that moves with a man from spring storms to sunny Sunday mornings, without missing a beat. It's comfortably lightweight in textured polyester gabardine, so it's never bulky over a suit. With lots of extras like: easy-fit split shoulder, slash pockets and buckle strap sleeves. In beige. Regular and long sizes. \$65. In Men's Outerwear.