

# Lindner Will Head Jackson Acting WCCC Prexy Negotiators

The Schoolcraft Community College Board of Trustees has appointed Vice President for Business Affairs W. Kenneth Lindner its negotiator for administrative, faculty and physical plant contracts.

It also approved hiring of attorney William Saxton to assist with the administrative and faculty contracts, if necessary.

Business Manager E. Frederick Peterson will assist Lindner with plant contracts.

## Canvassers Appointed

Mrs. Anne M. Hippler of Livonia and Mrs. Margaret A. Evans of Garden City have been re-appointed to four-year terms on the Schoolcraft Community College election canvassing board.

The college board of trustees appointed Mrs. Betty Redcliffe of Plymouth to succeed Mrs. Esther Hulsing of Plymouth, who resigned also.

Mrs. Hippler and Mrs. Redcliffe will be the canvassing board's Republicans and Mrs. Evans is a Democrat.

Murray E. Jackson has been named acting president of Wayne County Community College by its board of trustees.

As executive director, Jackson 42, steered the college through its earliest stages of development as it sought funds, facilities, faculty, and students for its first semester last September.

Board Chairman Donald M.D. Thurber commented, "this action should be regarded as a vote of confidence."

In August 1968, Jackson began a leave of absence from Wayne State University to develop the community college with its newly elected board.

ALTHOUGH A MILLAGE proposal for the college was defeated, Jackson and the board felt the community's educational needs demanded the college begin operation.

Plans for classes in September 1969 gained strong support with a \$150,000 grant from the State.

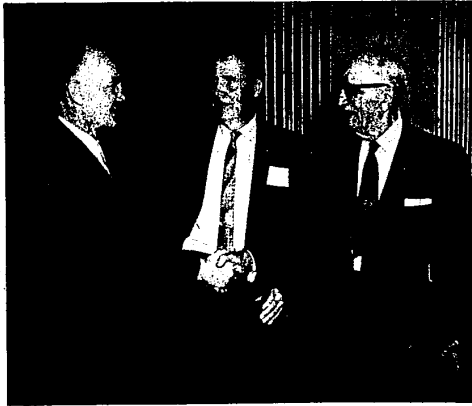
The State Legislature in turn provided a \$998,000 appropriation for the year's program. This plus tuition of \$9 per credit hour insured operating funds for the new college.

"The events of the past year have been the first long step in the creation of a comprehensive community college," Jackson commented. "We now have more than 8,000 students enrolled in 26 locations throughout the district and expect enrollment as high as 11,000 during our registration beginning Jan. 5."

A LIFELONG Detroit resident received his education in the Detroit Public Schools and graduated from Northern High School. He went on to Wayne State University for a B.A. and M.A. in humanities. While in college he worked as a group leader at the Wayne County Juvenile Detention Home.

His interest and experience in counseling disadvantaged students led to his appointment as coordinator director of Wayne State's Higher Education Opportunities Committee in the spring of 1964.

At Wayne State University, he is presently assistant dean of students for urban affairs on loan to WCCC.



QUARTER CENTURY CLUB MEETING -- Carl E. Kroesch (left) 17248 Garfield, Redford Township, an employee of the Detroit Transmission & Axle plant of North American Rockwell Automotive Divisions, welcomes two retirees back to the annual Quarter Century Club banquet. Center is Alexander Rowan, and on the right is Fred Van Popering, both of Detroit.

# Area Lawyer Hits Detroit's Bailiffs

A Plymouth lawyer who works in Detroit is charging several bailiffs in Detroit's Common Pleas court with irregularities in serving summonses to persons accused or being sued.

John Vos has charged that several Common Pleas Court bailiffs have abused the rules and caused several defendants to lose default court judgments.

He made the charge after studying some 500 default judgment files with the permission of Common Pleas Judge Peter V. Spivak and Common Pleas Court Clerk Herbert D. Levitt.

"IT APPEARS that most of the 36 bailiffs are honest and are doing a good job. But there is no excuse for letting those who are abusing their office go unnoticed," said Vos.

Abuses show up under the provision allowing a summons to be served on anyone over 21 and of "suitable discretion" at the defendant's address if the defendant cannot be located, he said.

Vos submitted 10 irregularities commonly found in ser-

vices which the defendant later lost by default.

VOS IS PRESENTLY an executive in the law department of Michigan Consolidated Gas Company in Detroit.

He will be associated with the Detroit law firm of Sugar, Schwartz, Silver, Schwartz and Tyler beginning in January and plans to open a Plymouth office in the spring.

He attended Plymouth schools, graduated from Plymouth High in 1957 and is the son of Dr. and Mrs. John F. Vos, formerly of Plymouth, now residing in Redford Township.

Vos recently married Carol Stephenson, former Plymouth Community Fund Miss Sweet Charity and a Plymouth school's first grade teacher at Tanager Elementary.

She is the daughter of the late Jack Stephenson. John and Carol Vos live at 1455 Beech, Plymouth.

## Detroit Fifth

Detroit, with an estimated population of 1,570,000, is the nation's fifth largest city. Wayne, now at 2,745,000 is the fourth largest county.

# Cars Take Over Cities-Doxiadis

ANN ARBOR The world's cities are turning into places better suited for cars than for people, according to a noted urban planner.

Constantinos A. Doxiadis, a Greek expert on urban development, told an audience at the University of Michigan that technology is taking over our cities.

Doxiadis heads the Detroit Urban Area Project, a study which is drawing up a plan of development for all southeastern Michigan.

"WE NEED CARS and we'll need more and more of them," he noted, "but if we keep the cars in the same place as humans, we can't have a humanistic city."

He blamed automobiles for making cities hard to live in, and noted that the streets and parking lots needed to handle Detroit's cars take up two-thirds of the city's area.

Doxiadis said an efficient mass transit system would be "a partial solution to the problem," but he commented that "once man reaches a certain level of freedom he won't want to give it up, so the personal transportation vehicle is here to stay -- forever."

He recommended establishing sectors throughout cities where cars and industry are zoned, so that people can combine the relaxed qualities

of suburbs with the advantages of cities.

DOXIADIS DEPLORED the mass exodus to the suburbs by those who can afford to move.

"The study shows there will be no people living in the city of Detroit in the year 2000" unless the trend is reversed, Doxiadis said, committing one of the survey's his project did in southeastern Michigan.

He blamed the mass desertions on overall deterioration of the city and on growing traffic problems. The trend can only be reversed by revitalizing the city with "highly humanized centers placed among industrial pockets."

WHAT'S IN STORE for the future? Doxiadis predicts the development of worldwide networks of interconnected cities which he calls eumetropolises.

"The universal city is inevitable," he said, "but the conditions in it, if we let current trends continue, will be very, very bad."

Doxiadis admits that nobody has all the answers to problems facing our cities, but puts hope in man's total intellectual capacity, which he says will grow even though the population as a whole is expected to level off within the next century.

Doxiadis spoke at a special seminar sponsored by the U.S. Mental Health Research Institute.

## 3 Anniversaries For Aviation

Three significant Michigan aviation anniversaries are being observed this year, the Michigan Department of Commerce reports.

It was 60 years ago--on Dec. 16, 1909 -- that a meeting was held at the old Ponchartraine Hotel and the following day they made Detroit's first airport survey--by automobile.

The same year, the Brooks Aeroplane Co. of Saginaw began operation and manufacture of 11 airplanes. It was the first of more than two dozen Michigan firms that manufactured airplanes.

AND 1909 ALSO marks the 40th anniversary of the creation of the State Aeronautics Commission, now a division of the Commerce Department.

Among the early members of the Detroit Aero Club was William B. Stout, who in 1924 interested Henry Ford in helping to finance production of an all-metal plane he had designed.

A year later, Ford established his own airline, the first in the world to make scheduled air cargo flights. The first flight on April 11, 1925, carried a cargo of automobile parts from Dearborn to Chicago.

Ford Airways logged 223,026 miles and carried more than one million pounds of freight during its first year.

STOUT ALSO built the first all-metal, multi-engine transport in the U.S. Dubbed the "Wing Goose," it was standard equipment for most of the young airlines during the late 1920s. The Stout Air Service organized

by Stout at the request of Ford, began the world's first regularly-scheduled passenger service on Aug. 1, 1926.

Alex Kroesch and Detroit Mayor John W. Smith were among the passengers on the first flight from Detroit to Grand Rapids. Three months later, Stout made the first scheduled flight to Chicago.

In 1929, National Air Transport purchased Stout Air Service which in later years, after merging with three other airlines, became the world's largest airline -- United Air Lines.

HENRY FORD believed commercial aviation had a bright future and he used advertising and promotional campaigns in an effort to convince the public that airplanes, like automobiles, could be built safely, cheaply and in large numbers.

But the loss of more than \$6 million in aviation, the death of several of his pilots in accidents and the stock market crash in the fall of 1929 ended Ford's aviation program.

## Wadowski In SO Course.

Charles Wadowski Jr. of 29058 Ann Arbor Terrace, Westland, has entered the seven phase manpower development program of the Standard Oil Division of American Oil Co.

Upon conclusion of the 30-week course, a marketing trainee is generally assigned a sales territory.

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