

To Check Deer Hunting Results At 25 Stations

Placement of about 25 check stations at strategic points along roadways in the northern peninsula is planned during the coming deer season. The stations will be set up on a voluntary basis. Personnel will urge hunters to help the department by offering information on the sex and place of the deer kill.

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THE MICHIGAN MIRROR

By Gene Alleman

(Continued from Page Two)

that a bridge would increase traffic so much that in the early years of the bridge tolls would be \$2.50 to \$4 million. That would grow, too, just as ferry crossings have in the past.

On August 22, a Saturday but nowhere near a holiday, nearly 8,500 vehicles were carried across the eight-mile ferry route. That was an all-time record and nearly doubled the peak load of 1949. More than half of the present ferry business comes from Illinois, Ohio, Indiana, and points east. These are all heavily populated and rapidly growing sections of the nation. The potential added tourist trade from these parts has not been touched yet. The bridge itself would lure tens of thousands of visitors and its convenience would take many more along US-2 for transcontinental travel, say men who study traffic trends.

There's another economic factor involved in crossing the Straits. The State loses more than a half-million dollars annually operating ferry service. As demands increase as they do every year—that deficit gets larger.

The \$5 to \$9 million invested in new boats and docks in the past three years would have built a lot of State highways. Brown points out.

Upper Peninsula businessmen would purchase many more of their requirements from Lower Michigan instead of Wisconsin and Illinois if a bridge speeded transportation.

"Scores of businessmen hesitate to expand about the Straits because they cannot depend upon the arrival of shipments on schedule," says Brown. He knows, too, because he spent most of his life on the north shores of the Straits.

"They can't afford to tie up their men and equipment waiting for ferries, either."

He envisions the new bridge transmuting fresh economic blood into the UP country which hasn't seen flush since the days of the copper and lumber booms. And that, he contends, will help the financial security of all Michiganders.

Sen. Brown's group was formed by the Legislature in 1950 to study the physical and economic feasibility of the bridge. After it reported that no real obstacles stand in the way, the Authority was empowered to finance and build the structure.

Since then the Authority has been ringing doorbells to find the millions needed for the job. It has applied to the Reconstruction Finance Corporation for such a loan and has invited private financial firms to bid on bonds it would issue.

The latter have reported that without the State underwriting the loan to some extent, such bonds would be hard to sell. The law creating the Authority prohibits pledging the faith and credit of the State so it appears that the RFC is the key.

A report due any day now is expected to lend much weight to the Authority's arguments. It's by Coverdale and Colpitts, New York traffic experts, who made previous reports and now are bringing data up to date that, the Authority feels sure, will demonstrate both to RFC and private financiers that their investment would be sound and profitable.

"For fifty years the people of Michigan have dreamed about a bridge to link the two great peninsulas of our state," Brown re-

calls. "We believe that if people can have the bridge at no greater cost than they now pay for ferries, they would much prefer it."

"I know that many people enjoy the boat ride across the Straits. Most people enjoy a horse-and-buggy ride, too. But they would not swap their auto for a surrey with a fringe on top."

"Barring upheavals in the international situation, it appears that a bridge at the Straits is virtually on its way," observes the former senator.

Texas! Better do your bragging now; Michigan is coming up with a real whopper!

Three From Farmington Enter Wayne University

Clark W. Bates of 33113 Thomas Street, John H. Shuffett of 20315 Parkville and Sally J. Lutz of 23894 Drake Road have been listed as successful applicants for study at Wayne University for the semester beginning September 15, officials of the University announced this week.

Bates, who attended Alma College before enrolling at Wayne, will be enrolled in the mortuary science curriculum. Born in Coldwater, Michigan, he graduated from Farmington High School in June, 1950. Miss Lutz has enrolled in the music curriculum of the University's College of Education. After graduating from the Farmington High School in 1951, she attended Michigan State College from September, 1951 to June, 1952.

Shuffett has entered the engineering curriculum. Born in Dearborn, he graduated from Clarenceville High School in June, 1950.

Even in cold weather cotton has a place in the wardrobe, say Michiganders. Dark cotton dresses or cotton blouses with suits are wise buys for business girls who work in over-heated offices.

-- LOCALS --**Vets Pay Insurance Premiums To VA**

Mr. and Mrs. Ray Milburn and son Carl of Colgate and Miss Jean Holland of Detroit attended the Toronto Exposition in Canada over the Labor Day Week End, returning through Niagara Falls and Cleveland.

Mrs. Raymond Grawling and daughter Susan and Mrs. Moore and son of Wilcox were Farmington and Pontiac callers Tuesday.

The Blue Star Mothers will meet in the Town Hall Thursday, September 18, at 1 p.m. Plans for their tenth anniversary luncheon and party will be completed.

Mr. and Mrs. Edward B. Hupert, daughter Esther and son Bob of Westlake, Ohio, formerly of Farmington, spent the Labor Day week end with their daughter, Mrs. Milton Hoogland and family. They visited their son Leo and his family and family of Berkley. They also visited M. B. Howells. Mr. Hupert plans to fly to Scotland and England on September 13.

IT'S A BOY!

A son, Michael William, was born to Mr. and Mrs. Howard Legg of 23392 Springbrook Drive Monday, September 1. He weighed seven pounds eleven ounces. Mrs. Legg writes Springbrook Scenes for The Enterprise.

Veterans may now make their checks or money orders for government life insurance premiums payable to "Veterans Administration," VA announced this week. Heretofore, checks and money orders had to be made payable to "The Treasurer of the United States." As a result, many premium payments were sent to the Treasury department rather than to the VA District or Central office handling life insurance accounts. Veterans were advised by VA not to send cash through the mails but to use checks or postal money orders. Cancelled checks or money order stubs serve as premium receipts.

North Suburban Group To Meet September 12

The members of the North Suburban Alumnae group of Chi Omega will meet on Friday, September 12, at the home of Mrs. Alfred G. Bradbury, 2450 Lakater Road, Farmington, for a luncheon meeting.

Mrs. Lola Jeffries Hanavan, national vice president of Chi Omega, will give a report on the national convention.

Mrs. Harry N. Gruber of Birmingham, MI. 4-5851, is in charge of the meeting.

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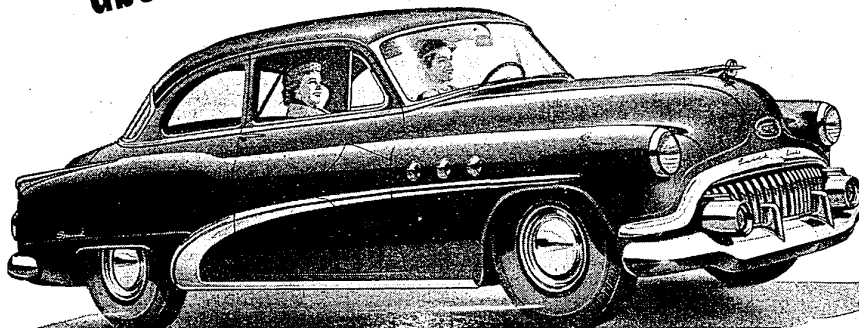
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