

POLICE ROUNDUP

State Loses in Goal to Keep Death Rate Down

Michigan lost its goal to reduce traffic fatalities 10 percent for the fourth consecutive year. A state trooper was kidnapped and murdered while investigating a crime. At least 313 persons drowned in 446 water accidents. And a new Michigan law enforcement blockade system went into effect. These are some of the major happenings in 1959 reported by the state police in their summary year-end activities summary.

It was feared that projected figures would show that about 1,450 persons were killed in traffic, 75 more than the 1,375 who died in 1958, an increase of five per cent. Final figures will be available at the end of January.

Arrested figures also show a five per cent increase in deaths, however, the state is the same death rate of 4.6 per 100 million miles of travel as the previous year, which is the lowest on record.

The gain in deaths was attributed to increased accident exposure with more cars, drivers and miles of travel on the road due to the upswing of the business economy which started early in the year.

Damage figures also show 64,000 persons injured in 198,000 accidents, respective increases of 12 and 11 per cent. The state police reported 20.7 billion in 1959 to 21.2 billion. There were 4,051,342 drivers compared to 3,920,113 and motor vehicles increased in 1959 to 2,247,441 from 2,237,000.

Traffic arrests made by the state police totaled 217,629 and there were 377,454 verbal warnings and citations for traffic violations.

The figures do not include the arrest of 6,244 juvenile traffic offenders and 5,282 delinquent and wayward minors.

Enlisted strength of the department at the beginning of the year was 1,129 and the year ended with 1,107, a decrease of 22 officers. Vacancies were not filled because of the state's financial situation.

In one of the most brutal crimes in the 42-year history of the department, Trooper Albert Souden, of the Brighton post, was kidnapped and shot to death September 3 while investigating.

Alligator Meat: A Delicacy In Civil War

Alligator meat was a real delicacy for Michigan men serving in the Deep South during the Civil War.

Now in the University of Michigan Historical Collections, Major Harrison Soule of Abion wrote: "Our men have started eating alligator meat wholesale. As long as the gators hold out, fresh beef will be in poor demand."

"What would some of our Northern 'good livers' think of a nice alligator roast for dinner, then hashed for breakfast? Yesterday the boys had one about 12 feet long and intended to have enough for the whole regiment today. But for me, I am not quite hungry enough for fresh meat and I shall regret my absence!"

Soule describes his camp: "We have heavy stockades and three batteries mounted with heavy shell guns. There are two gun boats to guard the water pass close by. With our regiment to support the battery and to picket duty I think we could hold a force of at least 10,000 infantry until we could get a reinforcement from New Orleans."

To give you something of an idea of the construction of things up at the Pass, just imagine a railroad running through a swamp about 18 miles long, the way on piles on a kind of trestle-work about eight feet above the water.

"Our regiment is just at the upper end of the swamp and which runs an outlet or river dividing here and forming a kind of island. About half the men are on the island and the other half are on the mainland in the swamp about half a mile apart. All the room they have for the tents is a smaller shelter, just the size of two men, is the space between the tracks of the road and then strung a long-almost a day's journey, as there can be of course be but one line of tents to support the line of the road."

"To get through here now, we go up on the cars which run every day within six miles. Beyond that the track is torn up. With two or three weeks they expect to have finished the entire distance."

Soule served with the Sixth Michigan Cavalry. His command was made in a letter to his wife April 5, 1863 from camp Sherman, Kennersville, La. Major Soule after the war became treasurer of the U.S. and vice president of the First National Bank of Ann Arbor.

SHOP LOCALLY FIRST

Can Go Around

For special effects, home economists at Michigan State University, say a conductor can be cut out that ribbing goes horizontally. They add that the pile should run in the same direction for all pieces.

Sen. Carlton H. Morris (R-



TAKING AN active part in the planning of the new Farmington Northern combination junior-senior high school while the new building is under construction, the 13 Mile and Farmington roads this summer are heads of departments for existing secondary schools in the public school system. Part of a committee, they are working closely with school district administrators and the architects on details for the various rooms and sections at this time. Several such meetings have been held so far and more are scheduled. Also taking an active part in the planning are members of the building sub-committee of the School Citizens Advisory Committee.

MICHIGAN MIRROR • ELMER WHITE

Election Year Session Apt to Be Short and Probably Bitter

POLITICAL PRESSURES building up in Lansing indicate the 1960 legislative session will be short and not so sweet. Bitterness remains from the record-long 1959 session that brought open warfare between parties and snipe attack within parties.

The Jan. 13 opening of the 1960 session comes too soon for weary lawmakers who ended the 1959 session shortly before Christmas.

The struggle with taxes and politics last year forced both parties to compromise on political principle in order to get a tax program. This year, members of both parties have to mind their politics in order to get re-elected.

The session is apt to be a short one if for no other reason than that legislators are out of parties.

Election year sessions are always short ones in Michigan. And this election year promises to be especially hard on legislators.

Forty-eight officers were promoted and nine retired after 25 years of service.

Medicine Needs More Students

Medicine is faced with an unparalleled demand for the services of physicians. Says William N. Hubbard, M.D., dean of The University of Michigan Medical School.

This demand, he explains, comes as a result of "the contributions of scientific research which have made the physician more effective in dealing with the problems of health and disease than he ever has before."

In order to maintain the present ratio between physicians and population, Dr. Hubbard says, the output of medical schools must be increased so that 3,600 additional graduates will reach the community annually by 1975.

"In the last three years, the number of students graduating from college has increased by almost 50,000, while the number of students applying to medical schools has decreased by almost 500," he points out. "It is very important for high school counselors to point out the opportunities for medical education to scholastically competent students."

"In the past, medical school graduates were concerned almost entirely with private practice. But now there are many careers within medicine—from academic medicine to the role of physicians in fringe affairs."

"Medical research offers a abundant opportunity for those interested in investigating the problems of human health and diseases. That is, the way on piles on a kind of trestle-work about eight feet above the water."

"Our regiment is just at the upper end of the swamp and which runs an outlet or river dividing here and forming a kind of island. About half the men are on the island and the other half are on the mainland in the swamp about half a mile apart. All the room they have for the tents is a smaller shelter, just the size of two men, is the space between the tracks of the road and then strung a long-almost a day's journey, as there can be of course be but one line of tents to support the line of the road."

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Money Talks For Teachers In Industry

Money is the biggest reason engineering teachers leave colleges for industrial positions but it isn't the only one.

So says a report in Faculty loss to industry published in the Journal of Engineering Education, official publication of the American Society for Engineering Education.

The report was prepared under the direction of A. R. Hellmuth, assistant dean of The University of Michigan College of Engineering.

Other reasons why engineering teachers leave to work in industry include dissatisfaction with teaching loads, administrative duties and relations with college and administration, the report says.

Educational work loads compared to those in industry seemed of little concern to the 235 former teachers from 77 colleges who were queried for the report. The deciding factor in their moves was financial.

Annual salaries of these 235 averaged \$5800 in teaching, or \$7650 when extra income (such as for summer jobs and consulting) was included. Their first year in industry, the former engineering teachers' salaries averaged \$9800.

Concerning fringe benefits, they indicated that while industry provides better retirement, insurance, and travel allowances, education offers more desirable vacation. Few did not consider fringe benefits of importance, and one said: "I believe that my own best security rests in me and my family." Most 1959 agreed industry provides better salary advancement.

Cub Pack 109 Boys Receive Awards

A thank you was extended by Cub Scout Pack 109 this week to all who helped in making the paper drive conducted by the Pack last week a success.

Awards made for the month were: Billy Erie, Gold Arrow; Gary Beasley, Silver Arrow; Andy Sherrick, two Silver Arrows; Mark Addison and Dennis Anderson, one year pins; Alfred Doll, Bear Badge and one Gold Arrow; Richard Sims, Bear Badge and Eugene Buxton, Bear Badge.

Red-Green Salad

A red and green salad is good for looks and flavor—when the red means unpeeled apples, and the green is fresh cabbage. Home economists at Michigan State University say to combine equal amounts of diced apples and finely shredded cabbage. Use a saff dressing seasoned with grated horseradish for a zippy flavor, and serve at once on cabbage leaves.

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Law Holds 'Bumper Pusher' Must Be Guilty of Negligence

A man is presumed innocent until proven guilty. This great American principle of jurisprudence applies to traffic courts as well as criminal courts.

When a Michigan police officer issues a citation charging a driver with a violation of a traffic law, the driver has two options when he appears in court to answer the charge. He may plead guilty and pay the penalty prescribed by law. Or he may plead "not guilty."

If he chooses the latter, he is presumed innocent until he is proven guilty. But there are a few conditions in the operation of this principle.

One of these conditions is provided for the driver who causes a rear-end collision, the driver who is being currently characterized as the "Bumper Pusher" on posters erected throughout the state by the Michigan Association of Chiefs of Police.

The Bumper Pusher who is involved in a rear-end collision is prima facie considered guilty of negligence, by virtue of competent evidence, that a vehicle traveling in a certain direction, overtook and struck the rear end of another vehicle proceeding in the same direction, or lawfully standing upon any highway within this state, the driver or operator of such first mentioned vehicle shall be deemed prima facie guilty of negligence.

The term "prima facie" is a denotation sufficient to establish a presumption of fact or to establish the fact in question until overcome by competent evidence to the contrary.

In cases of rear-end collision, the fact that the collision occurred is sufficient evidence to establish that the driver of the vehicle which struck the other vehicle is guilty of negligence as shown by these facts alone.

Rear-end collisions can result from a number of contributing factors. For example, wet or icy roads, which greatly increase the distance necessary for stopping, produce a large number of such collisions because a driver fails to allow himself enough stopping distance. Poor visibility may be another form of contributing factor—poor visibility because of fog, rain, snow, dirt, windblasts. The driver has to be able to stop in time, whatever the conditions and when the time is establishing the potential rear-end collision with his foot on the accelerator.

But the most frequent cause of a rear-end collision, a cause which includes the factors of visibility, road conditions and speed, is the traffic violation of "following too closely."

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They think too little who talk 'No man would listen to you too much—John Dryden. talk if he didn't know it was Most men and women talk his turn next. well, and some practice what—Edgar W. Howe. they say—Mary Baker Eddy.

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Boy Scouts Mark 50th Anniversary

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