

Plymouth School Construction Plan Questioned

EDITOR:
In light of the most recent \$21 million Plymouth school bond proposal and now the new consideration of the \$15 million bond proposal to be placed on the ballot in June, I find myself asking the following questions:
Is the new proposed \$21 million worth of buildings an absolute necessity?
What are my present facilities in the schools in my district?
How many hours each day are these facilities used and are they used to the maximum capacity?
If this were the year 1943, when there were absolutely no building supplies available, how would I handle this problem of 10,000 more students in the next five years?
Rather than spending \$21 million for new buildings, could I possibly use my current buildings for a double shift such as a morning and afternoon shift?
Assuming I could use my present building facilities for two shifts, what would an additional staff cost per year?
Could I schedule all of my students, that is half in the morning and half in the afternoon?
Has this been done in other school districts? Was it successful?
If the answer to the above question is in the affirmative, why haven't I considered it here and should this be considered prior to spending \$21 million?
Assuming we could schedule the morning and afternoon shift and that we would need an entirely new staff of teachers, is there a supply of teachers?
If my two friends who are superintendents advised me correctly, there has never been a time in the history of our country when there was a greater supply of teachers than at this very moment.
If these questions were properly answered and I felt

READERS' FORUM

Letters must be limited to 300 words. Letters must be signed, with the writer's address. Names will be withheld only at the writer's request and for good cause. Please type or write plainly. The editor reserves the right to reject unsuitable letters.

that the reasoning was proper and the facts to support those answers were accurate, then I would be properly equipped to handle the next \$15 million bond proposal on the June ballot. In the absence of this, be assured that I speak for the majority when I say that my vote shall be cast negatively.

CHARLES H. BRUCE
Livonia

Livonia Bus Plan Boosted

EDITOR:
I was very interested in reading the plan for Livonia bus service suggested by Councilmen Edward Milligan and Robert Bennett.

Certainly the sight of Livonia young people out thumbing their way to school is a sight that I would like to see disappear. It is an indication that one segment of our community could use bus service.

I imagine our senior citizens also would appreciate a convenient, inexpensive way for them to get about, to say nothing of our restless housewives. Many of the rest of us would prefer not to have to buy a second car, and all of us would enjoy having less traffic on our streets and in the parking lots of our shopping centers.

But how about taking this up with the U.S. Department of Transportation? Don't they have funds for capital expenses

in regard to public transportation? If we could get a year of experimental bus service partially paid for by that department, then our precious federal shared revenue funds would only have to be used for operating expenses.

If the plan proved feasible, the town then has a good possibility that the buses would be taken over and run by SEMTA, the organization that is gradually assuming control over all bus lines in southeastern Michigan.

The idea seems worthy of much more discussion and I hope interested citizens will let their feelings be known in this matter.

SHERRY KAHAN
Livonia

Wants Buses On Five Mile

EDITOR:
The two councilmen's idea of a bus service for Livonia is OK, but why Six Mile Road? A Five Mile route, even from Farmington Road, would accommodate more people who may want to get to the cemetery, golf course, and definitely St. Mary's Hospital, covering shopping centers also.

There is nothing much on Haggerty, so why not go Newburgh to Seven Mile? There is also a shopping center at Newburgh and Five Mile.

Light Is Needed At Intersection

EDITOR:
Perhaps someone can advise me on the purpose and necessity of a traffic light on Newburgh Road just north of Schoolcraft.

I hadn't been in this area for some time and was amazed to have to stop here with only one street coming out of the subdivision and a long fence along the Felician Sisters' property. Is there a dignitary living in this area?

Six days a week many of us cross Schoolcraft and Stark Road in fear between the hours of 7 to 7:30 a.m. and 4 to 5 p.m. where surely a light or a traffic officer, or even a delayed light on Newburgh for the eastbound Schoolcraft traffic, would help.

How was this light on Newburgh apporportioned when need is so much greater at Stark and Schoolcraft?

PAULA ERVIN
Livonia

Rate Proposal Draws Retort

EDITOR:
Good news for telephone users: Michigan Bell will want a \$29 million rate increase.

I am quite sure that they must need the money because it costs a nice pile of change to tell people on TV that they are here to serve us.

Can Michigan Bell please give us the name of the other phone company in Livonia? Michigan Bell could stop that advertising, being in their position, only then they would need \$19 million and a few cents.

WALTER MARTYNOW
Livonia

decay of the Farmington area. I agree with him: Don't the patients question these articles on their premises? Don't they know where their children are and what they are doing? Or don't they care?

MRS. H.W. TIMMER
Farmington

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Area Deaths And Funerals

FREDERICK RUNGE: Services for Mr. Runge, 59, of 44427 Cherry Hill, Canton Township, were held in Schaefer Funeral Home with the Rev. Dr. Henry J. Watch officiating. Burial was in Riverside Cemetery. Mr. Runge died Feb. 19 at St. Mary Hospital. He was employed in refrigeration for Ford Engineers Co. and had lived in Canton since 1940, moving from Detroit.

Survivors are his wife, Helen; three sons, William F. of Plymouth, Albert E. of Southfield and Richard S. of Tacoma, Wash.; two daughters, Mrs. E. Fischer (Edna) Campbell of Wyoming, Mich., and Mrs. Thomas Lincoln Persinger of Haworth Park, Ill.; a sister, Mrs. Rosetta Brodner of Los Angeles; and 13 grandchildren.

ROSE P. PEARSON: Services for Mrs. Pearson, 50, of 18681 Five Points, Redford Township, were held in the Ross B. Northrop and Son Funeral Home with the Rev. James R. Barone officiating. Burial was in Grand Lawn Cemetery. Mrs. Pearson died Feb. 16 in

Northwest Grace Hospital, Detroit. She was owner of Pearson Variety Store at Seven Mile and Semble with the operating for 20 years before retiring in 1961. Her husband, Ferdinand, preceded her in death.

Survivors are a daughter, Mrs. Francis Doran Michalski; two granddaughters and a great-grandson.

CECELIA T. ROSSOW: Services for Mrs. Rossow, 52, of 4837 1/2 Metropolitan Road, Plymouth, were held Feb. 20 in Our Lady of Good Counsel Catholic Church following a Mass in the Schaefer Funeral Home. The Rev. Francis Bune officiated. Burial was in St. John Cemetery. Survivors: Mrs. Rossow died Feb. 17 in St. Joseph Mercy Hospital, Ann Arbor.

Survivors are her husband, Harold W.; two sons, Martin and Oliver; six daughters, Carol, Loraine, Jean, Rita, Ann and Marjorie; a brother, Norman Dumas of Hamburg, Mich.; and five sisters, Mrs. Dorothy Wilhelm, Mrs. John Paska and

Mrs. Edmund Podsiadlik, all of Plymouth; Mrs. Joseph Przemiec of Livonia; and Mrs. George Fodor of Detroit.

EARL A. RYDER: Services for Mr. Ryder, 83, of 512 Northgate, Northville, were held in Casteline Funeral Home with Father George Whelan of the First Baptist Church of Northville officiating. Burial was in National Memorial Gardens, Livonia. Mr. Ryder died Feb. 18 at Cambridge Nursing Home, Redford Township, after a year's illness. He was a native of Salem Township and had lived in Northville 10 years. He was a retired employe of Daisy Air Ride Co. Mr. Ryder served with the Army Air Corps in World War I and was a member of Benton Parkway Post, VFW, and Northville Post No. 4212, VFW.

Survivors are his wife, Leona C.; a son, Dr. David E. Ryder of Plymouth; a daughter, Mrs. Nancy Nancy Story of Plymouth; a sister, Mrs. Gladys Story of Lakeview, Pa.; and five grandchildren.

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