

Jaycees Plan To Sponsor Dale Carnegie Course Here

The world-famous Dale Carnegie course is coming to Chelsea under the sponsorship of the Chelsea Junior Chamber of Commerce. The class will be held under the auspices of Chelsea Area Recreation Commission.

"We believe that the Chelsea Jaycees' sponsorship of this adult education program is a genuine community service," Lyle Christwell, president of the club, says. "Businessmen, professional men, sales people, housewives, club women, office personnel—every adult will benefit from this training. It will build a new enthusiasm, develop confidence, create a new understanding among the citizens of our town."

Christwell added that Jaycees in other areas report that the classes have had an important influence on human relations in their communities.

State Police Plan Intensive Road Patrols

Making extra effort to help curb Michigan's mounting traffic toll, the State Police will operate special 36-hour road patrols during the Christmas and New Year holiday periods, Commissioner Joseph A. Chelis reports.

Twenty-two persons died in accidents during the Christmas half-day period last year while another 30 were victims over New Year's.

For the five years of 1958 to 1962, deaths averaged one every three hours and 12 minutes for the Christmas period and one every four hours and 30 minutes for New Year's.

Assisting the State Police will be 104 National Guard members who will serve either as second men on traffic patrol or on point control.

The patrols will provide maximum coverage from 3 to 4 p.m. each day of the holiday periods when traffic is expected to be heaviest. Emphasis will be on state trunklines and primary county roads having high accident experience and heavy traffic volume.

Where available State Police detectives will take desk assignments to relieve uniform men for patrol services. The patrols will be in force from noon Tuesday, Dec. 24, until midnight Dec. 25, and from noon Tuesday, Dec. 31, to midnight Jan. 1. The Guardmen will serve from 1 to 11 p.m. on the day before Christmas and for the New Year period during the hours which State Police district and post commanders decide are best for coping with traffic problems locally.

THE DALE CARNEGIE COURSE Is Coming To Chelsea



- 10 ways the Dale Carnegie Course helps men and women
- Acquire poise and confidence
 - Speak effectively
 - Set yourself and your ideas
 - Be at your best with any group
 - Remember names
 - Think and speak on your feet
 - Control fear and worry
 - Be a better conversationalist
 - Develop your hidden abilities
 - Win a better job, more income

Sponsored by
CHELSEA JUNIOR CHAMBER OF COMMERCE
and Leadership Training Institute
of Detroit and Ypsilanti, Mich.

Under Auspices of
Chelsea Area Recreation Commission
For information contact one of these JC's:
Pres. Lyle Christwell, chairman, "Bud" Ringe,
Merle Leach, George Wallace, Dan Maroney, Ron Eder or Ken Norris.

CLUB NEWS

LEARNING BY DOING
The Learning By Doing 4-H club met Dec. 7 at the home of Joan Hargis. Roll call was answered with suggestions for the Christmas party. It will be a bowling party at Chelsea on Jan. 2, with refreshments at Laurie Reddemann's home.

Four members reported about the Junior Leader school. The next meeting will be Jan. 4 at Judy and Arlys Wiseman's. Demonstrations will be given by Sara Peck on "Facings." Norene Lampe will give one on "Setting in Sleeves." The club will go to the lake in January about cutting, stumping and setting-hair after the meeting.

PLANNED PATTERN
Interstate and U. S. highway route numbers are arranged in a planned pattern. Odd numbered routes run north and south while even number are east and west.

Only 40 Years Ago Groesbeck Elected on Promise To 'Get Michigan Out of Mud'

Lansing—Motorists who use the 9,200 miles of highways in Michigan may find it hard to believe today that only 40 years ago Alex J. Groesbeck won the governorship with a campaign to "get Michigan out of the mud."

But that was the slogan that helped elect Groesbeck to office for three terms in the state whose automobile production put the rest of the world on wheels. A little-known aspect is that prison convicts helped in the road building. Immediately after being elected, Groesbeck pushed through a \$50 million bond issue to pay for new highways. And that caused problems.

Highway Department records show that the state had plenty of money to build roads, but so few had been built until then that there weren't enough contractors to fill the expanded needs.

That led the state to use convicts as roadbuilders. Frank P. Rogers, State Highway Commissioner in 1924, reports that prisoner laborers built M-10 in Genesee county, M-18 in Oakland county, M-14 in Clinton county and a federal aid project between Galesburg and Camp Cluster.

Of the 680 prison road workers, 21 escaped. Four of these voluntarily returned. 11 others have been recaptured and six remain at large.

Of the 680 men used during the summer but 38 had to be returned to prison. Twelve of them were physically unable to stand the work and the other 24 went back for some infraction of the camp rules.

Today, use of prison labor is out of the question, according to C. B. Ladd, the Highway Department's Chief Construction Engineer.

neer and a 38-year veteran of state service. For one reason, there are not enough prisoners in the state to meet the need for road-builders.

During the peak of the building season this year, Ladd estimated, some 10,000 men were at work on construction while another 8,300 were used for maintenance. Yet Michigan's prison system has only about 8,400 inmates now.

Use of convict labor was discontinued in August, 1930, early in the depression. Unemployed workers had protested that the convicts were filling jobs that otherwise would have been theirs.

Each convict was paid \$1.25 a day for his efforts and the state paid the same amount to feed and clothe him. With incidental expenses, the state was paying \$3 a day for a man's labor. That was about what it would have cost to

hire a regular laborer. However, as Rogers pointed out, "The saving to the state resulted more from the hard and efficient work done by the men than the saving in dollars and cents through their use."

Before prisoners were used, Rogers said, "there were more than 800 idle men in the prisons... and now there are only the incapacitated."

Prisoners also operated a state-owned cement plant near Chelsea because Groesbeck was convinced that cement plant owners were gouging the state with too high prices.

Today, federal standards prohibit the use of convicts for building any highway paid for with federal funds. Furthermore, labor unions would protest such use, Ladd said.

As Michigan prepares to open another 75 miles of freeway within a month, it is interesting to see what Rogers proposed in the year 1924.

"It may be possible to use 800 prisoners and with them build nearly 100 miles of paved roads."

"It is expected they will be used to close a 10-mile gap on M-10 in Oakland county," a complete link to Detroit in Oakland, Livingston and Ingham counties, about 42 of the Monroe-Toledo road, 19.5 miles which will be the new M-10 across Monroe county."

Cuban Refugee Family Moves to Milan Job

Mr. and Mrs. Manuel Portillo and daughter, who have been living in Chelsea the past several months, moved last week to 122 E. Main St. in Milan. Portillo has been working at the factory there. The Portillos, who were refugees from Cuba, were brought to Chelsea through the efforts of the Christian Family Movement group who sponsored them for the required period before they could become self-supporting.

It is much easier to get in debt than to get out of it—remember that.

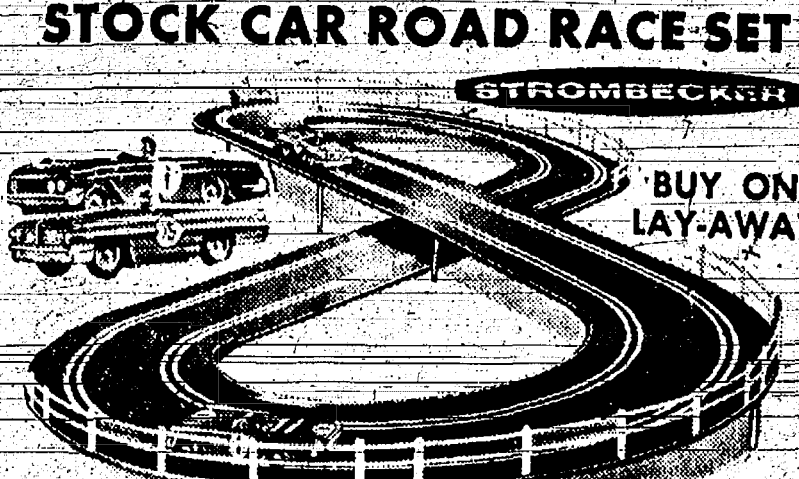


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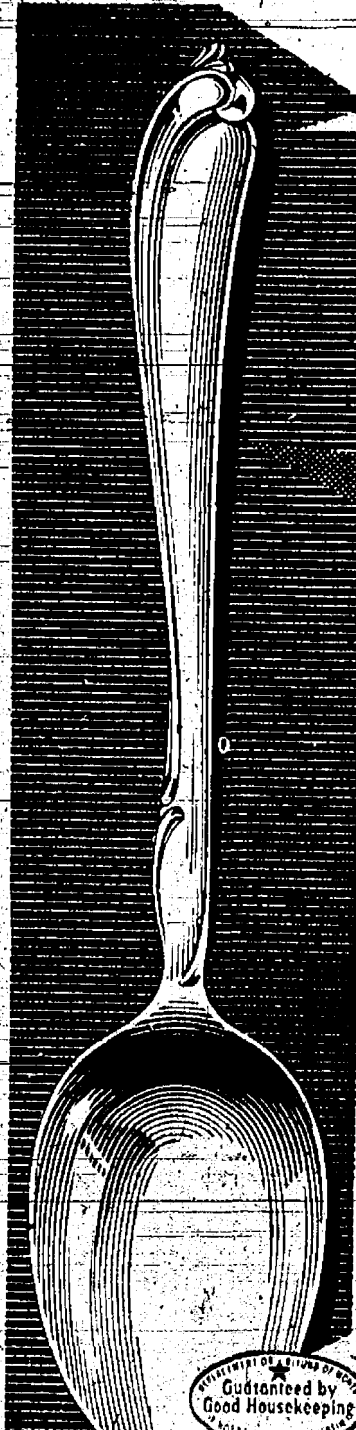


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Toy Chest
Wood grained finish decorated with play figures and maps of U.S. Sliding doors.
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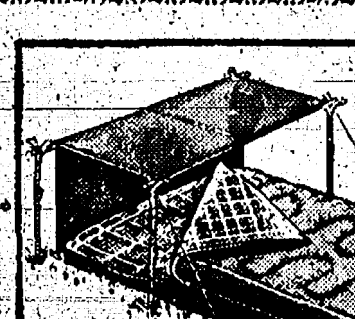
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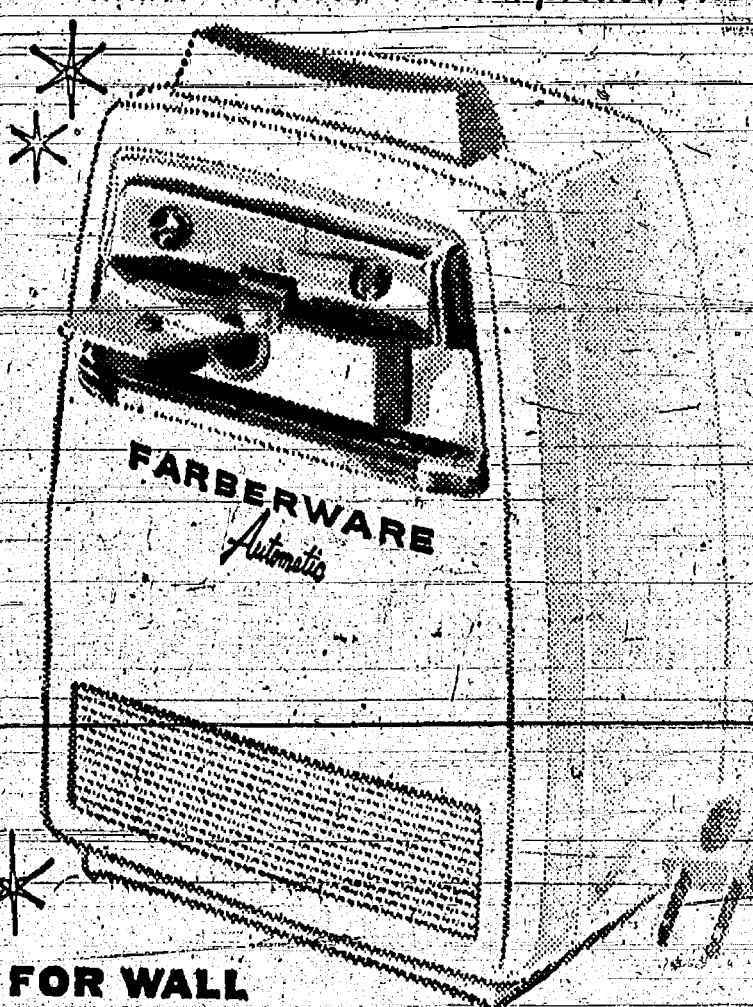


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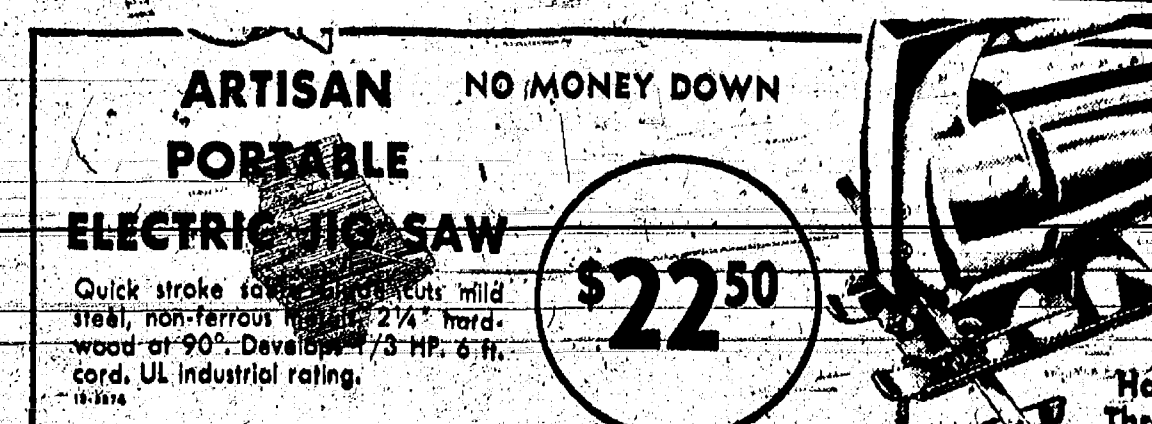


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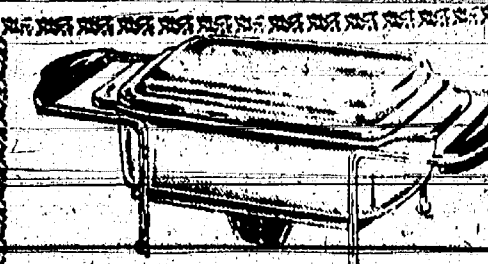
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