

# DETROIT'S OUTER DRIVE BOULEVARD NOW IS REGARDED AS THE CHIEF AUXILIARY TO WIDER WOODWARD AVENUE

## Suburban Real Estate Is Declared Best Buy

**Lower Rent, More Room to Raise Family Decently, Is Trend Now, Babson Says.**

Babson Park, Mass., June 28.—What is going to happen to real estate during the next five to ten years? The tenant, the home owner, the builder and the investor, are all pondering the question. Developments in the business field tend to complicate the problem. The statement by Roger W. Babson issued today is therefore of unusual interest.

"The present real estate and building boom has been going on for almost ten years," says the statistician. "During the war it ran to factory sites and industrial building. We increased our productive capacity by about 63 per cent and the building of plants ran 190 per cent of normal. Industrial property shot up and the shortage of labor and materials doubled building costs. High prices and conservation practically stopped residential building for the time being.

"In 1919, however, the shortage of housing facilities forced activity here in spite of high prices. Home building started with a rush from a low of \$10,274,612 in November, 1918, to record figures of \$206,089,300 in March, 1924, according to Dodge figures.

Real estate for residential purposes has enjoyed a market that has more than made up for the lean war years. High rentals have attracted much speculative capital. Public works, suspended during war times have been undertaken in record volume these last three years, a high point of \$79,161,600 being made in July, 1922.

"At present we find the situation as follows:

"Industrial building is running at \$18,000,000 per month as compared with \$80,528,000 in October, 1919. Residential building shows \$165,375,600 for May, 1924, a slight recession from the high of \$206,089,300 in March, 1924. Public buildings total about a million dollars a month as compared with a four year average of two million. Present activity, as a whole, is decidedly good, but here as elsewhere it is a question, not of where we are but which way we are headed that is important.

The tenant is wondering whether he should buy land and build now, or wait for lower prices. The owner is thinking of selling with the possibility of buying or building later on. The builder, rushed at present, asks himself how long it will last and the investor is turning from the industrial field to real estate as an investment.

"We have enough manufacturing capacity to make almost 50 per cent more goods than we consume. World markets, today, do not offer a very ready outlet for the balance. There will be no factory building in quantity for some time to come. Office buildings, likewise, have about caught up with the demand.

"The program of economy undertaken by the federal government is due to become the style with

state and municipal administrations during the next 12 months and it is highly probable that the public building program will return to somewhere near its average proportions.

"Residences, however, are different because there is more than economics and arithmetic in the matter of building a home. Yet it is doubtful that anything like the rate of the last two years can be maintained on higher priced residences. The speculative builders who have come into this field expecting to get from \$80 to \$100 a month for houses that have brought \$40 to \$50 a month under fairly normal conditions are likely to be disappointed if not financially embarrassed.

"In analyzing these figures on home building," continues Mr. Babson, "I find that 75 per cent of the houses built since the war have cost over \$6,000, that is, 75 per cent of the houses built have been available to only about 10 per cent of the people. Nothing to speak of has been done to relieve congestion and provide fit housing for those who cannot pay \$60 to \$100 in rent or its equivalent in upkeep costs.

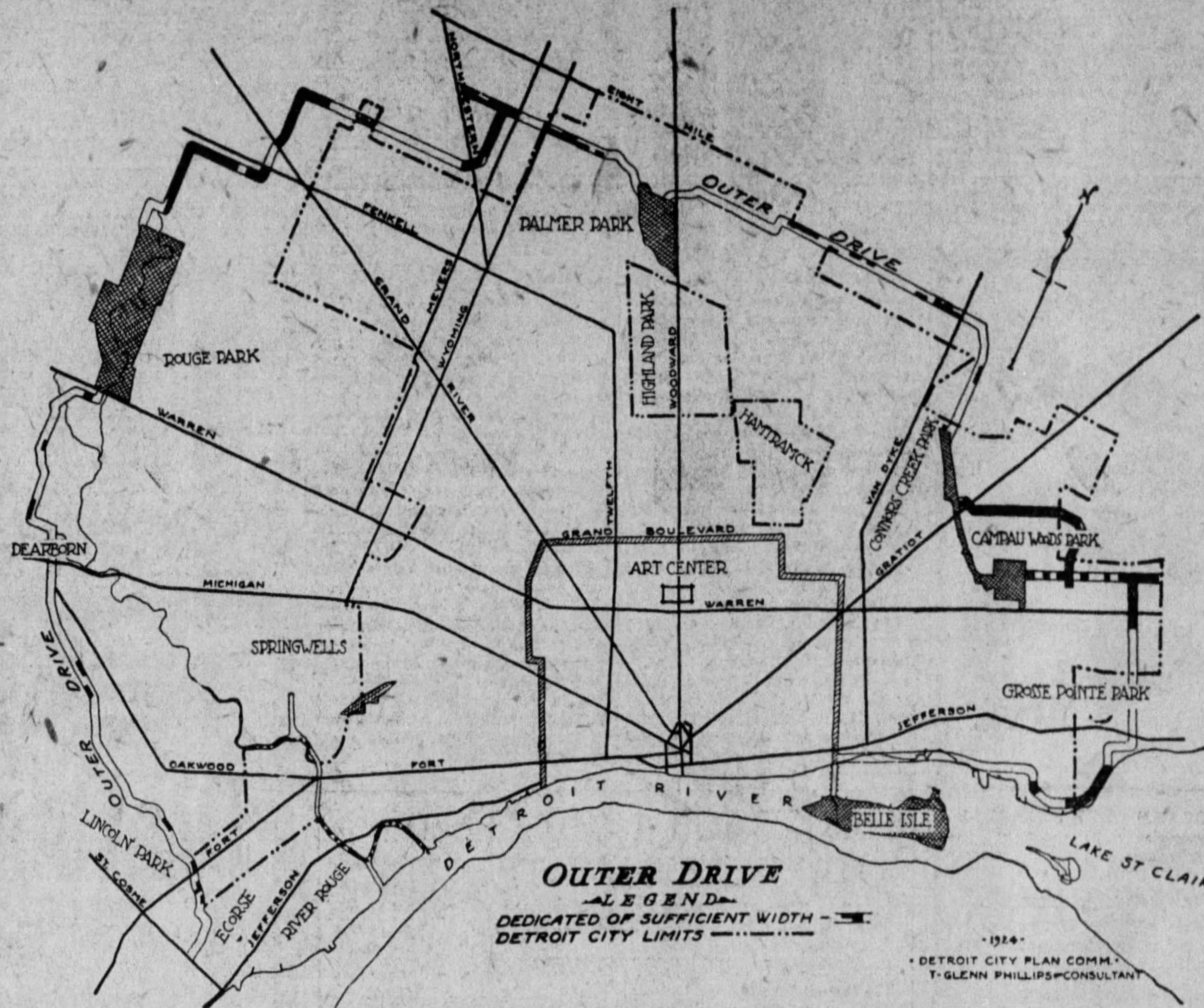
"Parallel to this pertinent fact we find the influence of the automobile. Our cities used to be bound within the iron ring of 'practical transportation.' People had to live where they could get to work. We developed slums by packing workers into crowded quarters under the smoke stacks of our factories. Cities grew along the trolley lines but slow going forbade great distances.

"The automobile has broken these barriers and our cities are spreading out. From the real estate point of view every good automobile road has the significance of a trolley line. Five miles as a practical limit has been stretched to 25. As more reasonable building costs develop we shall trade our slums for wealthy suburbs, and suburban property will enhance in value at the expense of the older residential districts that are too far out for business purposes and not far enough for the new order of houses.

"Statistics would suggest," concluded Mr. Babson, "that the great development of the next five to 10 years in the real estate market will be a spreading out into the suburbs. Here the tenant will find lower rents and enough room to raise his family decently. The owner will know that he has a sound investment that is being strengthened by the broad trend of fundamental conditions.

"The more astute builders are already planning to go in for small home building as the rush for fancy houses at fancy figures slows up. It would be ridiculous to say that all suburban land is a good investment but I would suggest that the man with money pick the best automobile roads in his city, follow them out until land can be bought by the acre rather than the lot, then buy at a fair price for a long swing investment. Good suburban land bought at the right price should be the best real estate investment during the next five years.

MINIMUM WIDTH OF THE NEW HIGHWAY TO BE 120 FEET  
ALTHOUGH IN MANY PLACES IT WILL BE 200 FEET WIDE



### REALTY BOARD MEETS GROSSE ILE JULY 23

Members of the Detroit Real Estate board will stage their July meeting at Grosse Ile, July 23. It was announced yesterday. The meeting will be the last until September, when the regular monthly gatherings of the association will be resumed.

#### ICE FOR HAZEL PARK.

C. A. Archambault announces the opening of a new cash and carry ice station on the southeast corner of Woodruff avenue and John R street, in the Hazel Park district.

Mur of the work of the city plan commission and varied business and civic interests, which for the past five years have engaged actively in the promotion of Detroit's Outer Drive, bore fruit recently at a meeting of the council when authority was granted for condemnation of property for that part of the proposed boulevard lying within the present city limits.

This action concerns the Outer Drive right of way east of Woodward avenue and includes districts between Woodward avenue and Dequindre street, north of the Seven-Mile road; a stretch of new highway running within the city limits from east Six-Mile road along Connors road to the city limits at Chalmers avenue; and through that portion of the city from Harper avenue along the right of way of the new boulevard to Mack avenue. These sections, all within the city limits, are bisected by the proposed Outer Drive, the right of way for which, not already dedicated, will be obtained through condemnation proceedings.

The new Outer Drive will be approximately 55 miles long. It will extend entirely around the city, starting at Lake Shore drive on Lake St. Clair at its eastern extremity and tying in with the proposed Metropolitan Parking system at the St. Cosme road in Ecorse on the west. It will cross Woodward avenue at Bryson avenue joining with the Seven-Mile road in Palmer Park.

(Continued on Page Six.)

## Single Family Homes Called Nation's Need

**Realty Operators, Builders Reported Turning to Small Dwellings.**

The largest existing country-wide need in the field of construction continues to be the small single family dwelling, according to a survey received from the National Association of Real Estate boards, Saturday. This demand for family dwellings at reasonable prices is considered one of the main factors in maintaining a normal real estate market.

The survey is based upon the analysis of local real estate boards in 229 cities in the United States and Canada. The shortage of business structures, apartments and family dwellings, which was prevalent at the end of the World war, is rapidly being overcome by the largest volume of building construction ever recorded in the history of the country, the report states.

"If a readjustment comes in the cost of construction," the report continues, "it is likely that the latent demand for single family dwellings at smaller prices will assert itself and will provide employment for the building industry as well as considerable activity in the real estate market for some time to come."

In November, 68 per cent of the reports indicated a shortage of single family dwellings. This percentage has shrunk to 55. In apartments and business structures, the half-way mark has been passed and the percentage of cities reporting a shortage of apartments has fallen from 54 to 41, and business structures from 43 to 30.

In general, the report shows that the unprecedented activity of 1923 is subsiding into a state of normal activity and that the expected sharp reaction has failed to materialize. Thirty-seven per cent of the cities reporting indicate that the residential market is more active than last year and that in 30 per cent of them it is just as active.

A survey of the real estate market and of the building and housing situation throughout the country shows that:

The real estate market manifests a satisfactory degree of activity.

Residential rents have clearly passed the peak in the country as a whole and are being stabilized at present levels.

Further inroads are reported on the shortage of structures, which is said to be another indication of approach to a normal market condition.

Money for the development of real estate is plentiful but investors and lenders are assuming an attitude of caution and severity particularly toward speculative enterprises.

The labor situation in the building trades is becoming more satisfactory.

While there is considerable variation between different sections of the country, with the greatest activity from the Southeastern section, embracing Georgia, Florida, Alabama and Mississippi, the contrast between the different sections is not so great as it was in November 1923.

In connection with the movement of rents, the survey shows that there is a tendency toward stabilization, 74 per cent of the cities reporting that rents are stationary, 10 per cent up and 16 per cent down. The highest rents are reported for kitchenette apartments of the most modern type in the best locations.

The largest percentage reporting rents as stationary is found in the group of cities of 250,000 population or more, 73 per cent of these reporting stationary rents, five per cent up and 17 per cent down. The largest percentage of increase in rents is found in three family apartments or flat houses.

"One of the great factors in increasing residential rents is the rising standard of living," the report states. "In all different classes of cities and in every type of dwelling the difference between the rent charged for the best class of structure in the most desirable locations and that charged for middle class structures in modern locations is great. The one explanation for this discrepancy is that the rising standard of living has created dissatisfaction with any other than the best and most modern accommodations in the most desirable locations."

The survey shows that more than one and a half months' rent paid by the tenant to the landlord is passed on by the latter to the taxing authorities. For the entire country the average is 12.6 per cent. The average for cities of 250,000 and over, which includes Minneapolis, is 11.9. The largest average is found in cities between 25,000 and 100,000, where it is 16.1 per cent, and the smallest is found in cities under 25,000, where the average is 9.5 per cent. The percentage absorbed by taxation reaches as high as 30.

Ninety-six per cent of the cities in the North Central section, 93 per cent of those in the mountain states and 94 per cent on the Pacific coast report the supply of labor in the building trades sufficient. Of cities above 250,000 in population, 63 per cent report wages in the building trades the same and 37 per cent higher.

### SEVEN AND HALF-MILE ROAD WILL BE PAVED

With the paving of the Seven-Mile road well on its way to completion, comes the announcement of the start of work for the paving of the Seven and One-Half Mile road between North John R. street and Dequindre avenue.

H. H. Robinson, of the B. F. Stephenson company, states that this is but another evidence of the rapidity with which improvements follow the sales of property in the North John R. district.



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## *Urges City, County Act to Complete Outer Drive*

To the Editor: Could some wise man offer some prompt and efficient solution to the problem involved in the failure to complete Outer Drive—especially as regards the section from Dequindre and State Fair—the present westbound terminus east of Woodward—through Lantz to Bauman, to Bryson, to Woodward?

It seems to rational citizens in the above locality that with all the public works propaganda on foot at the present time, this stretch of Outer Drive should be given prompt attention and efficient action. Many handicaps, hardships and deprivations have been suffered and endured by many of the residents along and adjacent to the above stretch of the Outer Drive, while those upon whom rests the direct onus of directing and conducting the work have been operating far afield.

Since the days of the World War action in this section has been advocated and many have, in the interim, been denied "building" and "improvements" permits — except they proceeded at "their own risk" —because "the Drive" was "slated to go through" \* \* \* It seems but reasonable that action should be had now. That these people have suffered enough, paid the supreme penalty, that their civic pride has been stampeded long enough, that their prerogatives of citizenship has been crucified on the cross of procrastination till the noon day sun of disregard and intolerance, burns to the "quickenings" and the spirit of citizenship is crying out for a saviour with grit enough to see that these prerogatives are resurrected to stand personified in these constituents of this great constituency.

City Fathers, how can you stand by and neglect this great moral and civic obligation longer? While public works funds are flowing so freely, surely enough could be diverted to the completion of this two miles of Outer Drive, if only some one in official capacity to do so, would make the necessary effort.

"How long shall the souls" of these your constituents "cry from under the altar," City Fathers and County Fathers—how long?

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Fri, Jun 10, 2022



# OUTER DRIVE PLAN NOW BEARS FRUIT

(Continued from Page One.)

The proposed route for the new boulevard from east to west is as follows: From Lake Shore drive through Grosse Pointe Park, crossing East Jefferson avenue at Whittier avenue, thence along Whittier avenue within the Detroit city limits into Campau woods and Connors Creek Parkway. Thence along Connors road to State Fair road, along State Fair road to Marx avenue, Marx avenue to Lantz avenue and thence on Lantz avenue to Bryson avenue, crossing Woodward avenue on Bryson and entering Palmer Park.

The western segment of the new highway extends outside the city limits beyond the Seven Mile road at Chesterfield. It also ties up with the Northwestern Highway at this point. Turning southeast it again crosses the Northwestern Highway at the nine-mile circle and continues in the northwesterly direction to Westwood avenue, turning south on Westwood to Rouge Park. From Rouge Park the Outer Drive will continue over Pepper road to St. Cosme road in Ecorse, where it will tie in with the Metropolitan Parking system.

The new highway will have a minimum width of 150 feet and in many places will be 200 feet wide. Through the sections already within the city limits and through sections adjacent to the present city limits where territory already is built up it is probable the width will be the minimum.

According to T. Glenn Phillips, head of the city plan commission, more than 15 miles of the necessary right of way already has been dedicated for the purpose, and the commission now is active preparing for condemnation proceedings along the entire right of way lying within the city limits. He declared it is expected to commence actual widening and paving operations along certain sections of the new highway probably next year with view to completing the entire circuit in the shortest possible time. It is probable that as right of way for sections of the highway are obtained paving will be started in that section completing the highway a segment at a time.

Outer Drive was first proposed approximately five years ago. It has been actively supported by such organizations as the Detroit Real Estate board, which, according to B. F. Stephenson, former president of the board, has accounted partially for its success. During the period the city plan commission has placed time and study on the project with the result that the Detroit City council has approved the plan and provided means for obtaining right of way through the city.

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# Road Commission Has Big Campaign

## Total of \$8,406,658 to Be Expended on Various Projects in 1930.

Outer drive, where five miles of highway will be constructed this year, widening operations on Ford road and Warren avenue, grade separations at Outer drive and the Michigan Central railroad in Dearborn and one carrying Fort and Dix roads over the Pere Marquette and Pennsylvania rights-of-way, form the principal points of attack for the Wayne county road commission in 1930.

The program in its entirety is about equal in volume to last year's, according to LeRoy C. Smith, engineer-manager. A total of \$8,406,658 will be expended for the various projects.

## BROKERS' HEAD NAMES AIDES

### Committee Appointments Are Announced by Chairman Howard J. Ely.

Howard J. Ely, newly elected chairman of the brokers' division of the Detroit Real Estate board, Saturday announced the following committee appointments:

Program—Charles E. North, chairman; E. O. Knight, J. Lee Baker, Henry Decker, George C. Sexauer.

Membership—A. H. C. Heitman, chairman; Daniel Wells, John S. Goodman, Thomas W. Clements, W. D. Traitel.

Advertising—H. B. Loveland, chairman; F. A. DeBoos, Thomas H. Lunn, George N. Bailey, John M. VanLoon.

Sales, offerings and requests—Arthur H. Scratch, chairman; Carl H. Plumhoff, Fred W. Harding, Vincent P. Canavan, Henry N. Johnson.

## SPURT IN NATION'S BUILDING ACTIVITY

New York, March 29.—With plans for gas pipe line construction totaling \$40,000,000, all classes of proposed heavy construction projects announced throughout the country in the week ending March 22 reached a total value of \$125,445,000, which compares with \$73,801,000 in the previous week and \$119,460,000 in the corresponding week last year, the McGraw-Hill Construction Daily reports. Activity continues high in public work, industrial and commercial building. Plans for apartment houses and hotels and schools likewise showed substantial gains over the preceding week.

### To Extend Outer Drive.

Outer drive, started about three years ago, and of which 14 of the proposed 42 miles have been completed, is to be extended in 1930 for a distance of Five miles. This is to cost approximately \$1,419,000, one of the largest items in the current budget. Although no completion date has been set for this highway, which will eventually circle Detroit, it is expected that another three years will see its finish.

Another important new road extension will be the Lake Shore drive, Weir Lane to county line in Grosse Pointe Shores, for which contracts were let Thursday. This is to cost in the neighborhood of \$412,000. Nine miles, in all, is the construction planned for Schoolcraft road between Outer Drive and Plymouth road. Other smaller projects bring the total estimated expenditure for new roads to \$2,318,500.

### Big Road Widenings.

Road widenings of paramount interest include a strip of Ford road between Telegraph and Wayne roads which is to be made 40 feet, and Warren avenue from Coolidge highway to River Rouge which is to be made 60 feet. These widenings will take \$127,000 and \$198,000, respectively, of the county's available funds. Six additional projects bring the aggregate widening cost to \$470,500.

Bridges, chiefly the Grosse Ile structure at Elizabeth Park, will account for \$435,000. The Grosse Ile bridge is to cost \$250,000.

The grade separation at Outer Drive and the Michigan Central railroad has been largely cared for by previous appropriations. There will be, however, \$100,000 appropriated from the 1930 budget. The Southfield-Ecorse road project, also carried over from last year, takes \$250,000 from the 1930 purse. Of the \$2,500,000 total necessary to complete the Fort-Dix separation at the Pere Marquette and Pennsylvania rights-of-way \$300,000 is budgeted this year.

### Many Grade Separations.

Four other separations appear in the list. One at Warren avenue and the Detroit Terminal railway, and one for Ford road, Oakman high-

Continued on Page Three.



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# 3 MAJOR ROAD PLANS RUSHED

Continued From Page One.

location about one-half of a mile north of Warren road, Inkster road crosses branches of the River Rouge. At these two locations new bridges will be constructed to carry this roadway across the streams. A concrete mixer is busy pouring concrete from the Pere Marquette railroad south to the Joy road, a distance of approximately one and one-half miles.

"This mixer will continue to pave south as far as the Michigan Central railroad tracks, near Michigan avenue, and another mixer will be started shortly at Ecorse road, moving north to meet the paving at the Michigan Central railroad.

"On the Outer drive, between Dickerson avenue and Alter road, the city of Detroit is acquiring the width of right-of-way. As soon as the width of right-of-way has been secured the county will immediately start to develop this section of the Outer drive in conformity with previous sections," states Mr. Hines.

## Two New Pavements.

"Two 36-foot concrete pavements will be built on the new 150-foot right-of-way. Trees will be planted and the center parkway will also be developed. Ornamental boulevard lights, the same as have been installed on other sections of the Outer drive, will also be installed.

"Another section of the Outer drive to be completed this year and on which work is in progress lies between the Lahser road and Fennell avenue.

"This section is one and one-half miles long on a 150-foot right-of-way. Part of it will be developed with a 60-foot concrete pavement and the balance with two 36-foot concrete pavements.

"Grading and the installation of drainage structures is in progress.

## Michigan to Pelham Road.

"The building of the drainage structures and grading of this section of Outer drive, a distance of approximately two miles, is in progress. When completed two 36-foot concrete pavements will be constructed on a 150-foot right-of-way.

"This section will also be developed with regard to lighting, trees, shrubs, etc., in conformity with the general plan of Outer drive.

"Last year a portion of the west 36-foot concrete pavement on this one-half mile stretch was not completed. We expect to start at an early date constructing the remainder of the pavement, which will complete two 36-foot strips of concrete in this location.

"We are also working on the Outer drive between Military avenue and Michigan avenue.

## Work in Progress.

"A part of this section lying between Military avenue and Northview avenue will be developed with two 36-foot concrete pavements and from Northview avenue to Michigan avenue a single 60-foot concrete pavement will be built, the entire project being approximately  $1\frac{1}{4}$  miles in length.

"Concreting, installation of drainage structures, and paving is in progress on this section. All these various sections of Outer drive are expected to be completed and opened to traffic this season.

"Our right-of-way department is also busy in attempting to secure additional right-of-way on other sections of the Outer drive."



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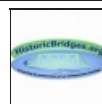
"We are also working on the Outer drive between Military avenue and Michigan avenue.

### Work in Progress.

"A part of this section lying between Military avenue and Northview avenue will be developed with two 36-foot concrete pavements and from Northview avenue to Michigan avenue a single 60-foot concrete pavement will be built, the entire project being approximately 1 1/2 miles in length.

"Concrete, installation of drainage structures and paving is in progress on this section. All these various sections of Outer drive are expected to be completed and opened to traffic this season.

"Our right-of-way department is also busy in attempting to secure additional right-of-way on other sections of the Outer drive."



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Fri, Jun 10, 2022



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## Outer Drive Units, Schoolcraft and Inkster Improvements to Be Rushed.

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"Schoolcraft 204-foot superhighway will be completed from Telegraph road westerly to Ridge road, a distance of approximately nine miles," he announced. "This road is being built under the Covert act, whereby a portion of the cost is paid by the benefited property, a portion paid by the townships through which the road passes, and the balance paid by the county at large. It is known as assessment District road No. 11.

### County Road Paved.

"In addition thereto, one mile between Outer drive and Telegraph road, which is a county road, will also be paved.

"Between Outer drive and Telegraph road three-fourths of a mile approximately has been graded on both sides, a bridge has been constructed on the north side and the channel of the River Rouge has been changed from Lamphere road westerly about one-fourth of a mile. The channel change and the bridge have both been completed.

"This section of road will have a 40-foot stretch of concrete pavement, to be completed at an early date, on the north side. West from Telegraph road to Farmington road, a distance of five miles, two 20-foot concrete slabs will be built on the 204-foot right-of-way. Grading and the installation of drainage structures is being carried on at the present time and the building of the concrete road will begin at an early date," stated Mr. Hines.

### Under Construction.

"The remaining section from Farmington road to Ridge road, four miles long, is under construction at the present time. One and one-half miles of 20-foot concrete road has been completed on the north side. We expect to complete the entire job and open same for traffic sometime late this fall.

"Inkster road is also being built under the Covert act, and is known as Assessment District Road No. 14. "The section being concrete extends in a northerly direction from Ecorse road to Schoolcraft road, a distance of approximately nine miles. The width of right-of-way is being widened to 120 feet in accordance with the master plan widths on section line highways.

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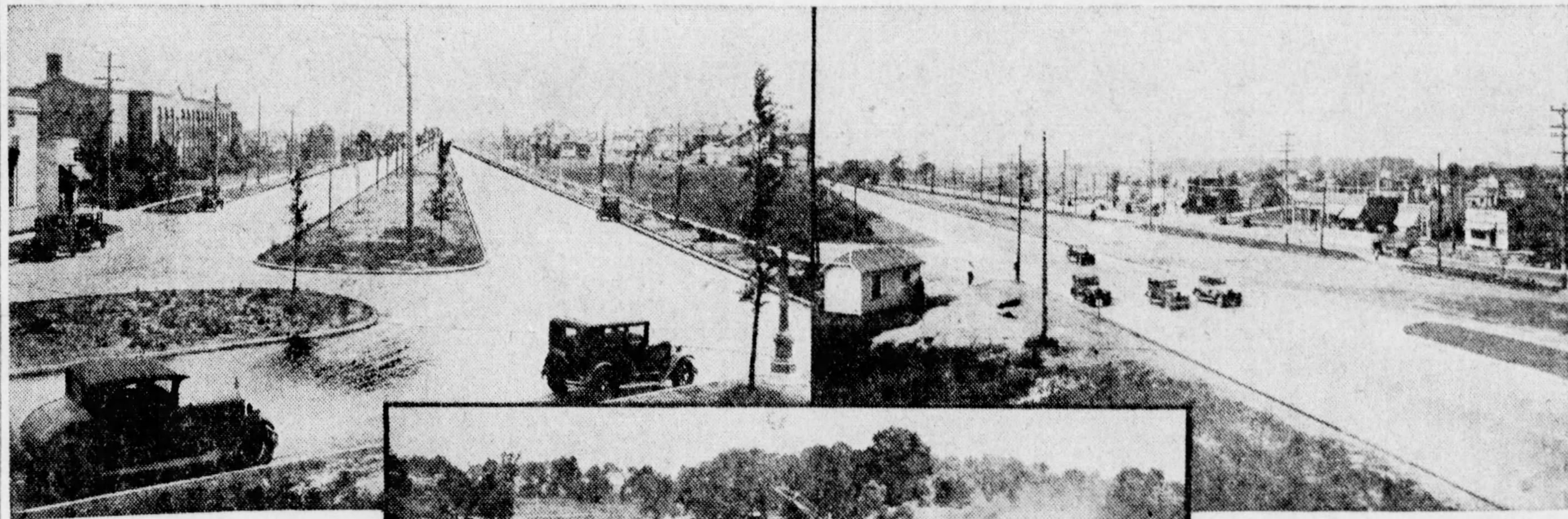
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Increase in Value and Enjoyment of Owner Among Most Important.

Home modernization may be a relatively small thing—the substitution of a firesafe roof for a burnable roof, for example—or it may be extensive, involving drastic changes in the arrangement, equipment and architecture of the house.

But whether modernization is a small or large job, it tends (1) to increase the real value of the house, (2) to increase your enjoyment of it, (3) to tone up the whole neighborhood (just as a shabby house can depress a neighborhood) (4) to increase the family's appreciation of the house as the center of its living and (5) to make the home a safer, more convenient place in which to meet the exacting demands of today and tomorrow.

One condition, however, governs the effectiveness of modernization. Unless the work is done in terms of permanence and as an investment, its benefits will be short-lived and correspondingly unprofitable.

If the present exterior of the house is unattractive and a liability, it will pay to modernize with an overcoat of modern stucco, designed to enhance the architecture of the home and to produce a high degree of immunity from the weather and the hazards of fire.

According to an analysis of current building conditions modernization is gaining in importance, in some localities overshadowing new construction.



Here are some of the major projects in the current improvement program of the Wayne County road commission which will entail an expenditure of approximately \$6,000,000 this year. At top left is a portion of the two-mile section of Outer drive, recently completed, looking east from Gratiot avenue. At the right is a view of the newly widened and paved section of Grand River avenue at its intersection with Seven-Mile road. Below, work is shown on the relocating of the Rouge river, made necessary in the construction of Schoolcraft super-highway, just west of Lamphere road. In the background may be seen the fills set up for the construction of two 40-foot pavements.

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Suggestion of Owners Group to Lengthen Time of Special Levies Endorsed.

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The request to the council is the first public activity of the recently created division of real estate owners, and was made after investigation had disclosed that approximately 50 per cent of the installments due in the years 1925-6-7 and 8 were not paid when due. For these delinquencies penalties of one

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Fri, Jun 10, 2022



# 3 OUTER DRIVE SECTIONS OPEN

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## One Traffic Lane in Service; Construction Work Halts for Year.

With the opening to traffic on one traffic lane of three new sections of the Outer drive, construction work has been discontinued for this year, Road Commissioner Edward N. Hines, announced yesterday.

One 36-foot concrete roadway has been opened between Pelham and Southfield roads over an entirely new right-of-way, he said. Another section of Outer drive between Fort and Dix roads over what is known as the Pepper road has also been completed on one side by the construction of a 36-foot concrete roadway and opened to traffic. The third section of Outer drive has been opened over a 40-foot concrete roadway between Seven-Mile and Van Dyke roads. Ornamental boulevard lights are being erected on several sections of the completed Outer drive and the center parkway strip is being landscaped and trees are being planted all along the route. Two grade separation projects with various railroad corporations are nearing completion on the Outer drive. Eventually no railroad will cross the Outer drive at grade.

The acquisition of wider widths of right-of-way according to the master plan standard goes steadily forward and each week-end marks progress. During the past week 6,098 feet of wider width of right-of-way was added to our total.

This wider widths of right-of-way is acquired either by dedication, by exchange of back property for frontage, by purchase or condemnation. Frontage was acquired on base line, Southfield, Fort, Schoolcraft and Seven-Mile 204-foot super-highways: on the 150-foot wide Outer drive and on Goddard and Van Born roads, conforming to the 120-foot wide section line road standard.



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Their spokesman will be Judge Arthur J. Lacy, who was given the unanimous support of the residents of the seven subdivisions effected yesterday at an open air meeting held at Chesterfield drive and Livernois avenue.

### Would Change Plans.

This, Judge Lacy predicted, promises to be one of the major events in the history of Outer drive. If the residents of the subdivisions carry their point, the super-highway will circle the northwestern part of the city on Eight Mile road and Livernois avenue.

The present city plan commission route calls for taking the road from Dequindre avenue, where the paving is now completed, across Woodward avenue about one block north of Seven Mile road, crossing Seven Mile road about one block west of Woodward avenue, and crossing Pontchartrain drive at Seven Mile road, continuing along the south side of Seven Mile road west to Livernois avenue, crossing Livernois and turning north to cross Seven Mile road again and connecting with Outer drive as now paved at a point opposite Chesterfield road at Livernois avenue.

Judge Lacy pointed out yesterday that this winding route will mean five new intersections in addition to the ones already in the vicinity which are acknowledged to be some of the most dangerous in the city.

### See Crossings Avoided.

Moreover, it will mean that motorists trying to avoid the intersections and heavy traffic will take routes through Sherwood Forest Manor and Palmer park according to Judge Lacy.

A petition signed by the residents of Sherwood Forest Manor, Lincolnshire, Livernois, Palmer Park Gardens, the Hannan Golf club allotment, the Detroit Golf club allotment and Merrill Palmer Park, setting forth their objections to the route, has been presented to the council and it is on this petition that the council is to act today.

Judge Lacy was authorized to ask the council to make their decision final today without referring the route proposed in the petition back to the city plan commission.

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"A delay of six months or even a year won't hurt that project," Jeffries declared. "Let's see if we can get that money to complete Gratiot and Michigan. After all, those are the two streets that consist of income-producing property,

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