



Louis and Herman Jaenichen

Greenhouse at home

A woman who has married into the 40-year-old Jaenichen's Greenhouse business admits she has a black thumb.

Mrs. Louis G. Jaenichen says seeds she plants dies, so the numerous flower gardens which surround the home at 9045 Dixie Highway have all had their start in the three greenhouses on the place.

The business started 40 years ago as a gladioli farm, operated by Louis Jaenichen, her father-in-law. The greenhouses were added about 12 years ago and now vegetables and flower bed seedlings have been added to the stock.

Mrs. Jaenichen reports that exotic desert cactus grown from seed is peeping its way through the soil this year, an experiment for her, as are the orange

trees which survived the Michigan winter.

Geraniums and tomato plants are large sellers, but the business also offers young watermelon, cucumbers, cabbage and peppers, begonias, snapdragons, alyssum, ageratum and other annual flowers, she says.

Mrs. Jaenichen finds the greenhouse business pleasant, the only worries the weather and the furnace.

But like other gardeners, she finds herself overenthusiastic in planting and struggling sometimes to keep up with the watering and weeding chores.

"We've got more flower beds than like to think about," she admits. Some of them she waters only by attaching four hoses together and the farthest requires watering can, she reports.

Morgan started in '32

It was 1932. The Depression was being felt everywhere.

Ed Morgan saw an opportunity in what today is his service station at 28 S. Main.

The station was, until 1966, Morgan's City Service. At that time it changed to the Boron franchise.

Morgan runs his station today with the help of Tom and Rod Allen. Some of the employes of the past have included Tink Ronk, Jack Hess and Jack McCall.

As Morgan looks back over the past 40 years, an event which sticks out in his mind is the 1932 bank robbery. Morgan was an eyewitness.

He recalls how Charles Huntly, then the druggist, located where the Dairy Bar is today, knelt in the street with his deer rifle and took a few shots at the robbers as they passed in their 1932 Chevy. The robbers were later apprehended with the loot on Clarkston-Orion Road, he recalls.

Morgan's memory goes so far as to remember his first customer, Bert Landie. That was in 1932. Since then many regular customers have come and gone as Morgan's service station continues to serve the Clarkston community.

Good service and customer care are good traits in any business. Forty years of this type of service speak for itself.

Hawk Tool plant, started by Henry Ford, may close this year

A strike that began December 23, 1970, at Hawk Tool and Engineering Co., 20 W. Washington, over economic reasons is still, at present, not settled, and is the cause of the company to remain closed, its officials say.

The plant's contract expired in September, 1970, and, beginning then, negotiations were continued until December, but no settlement was ever reached.

Between 28 to thirty workers were affected, most of them residents of Clarkston or its surrounding area, a plant spokesman said.

Payroll just before the strike was estimated at about \$10,000 weekly, although at other times it had been as high as \$25,000.

The company had been a union shop since 1941 and a UAW shop for almost

20 years. The strike of 1970 was the first major dispute that had taken place during that time, said Allen W. Hawke.

When the government contract expires in the summer of 1972, owners say that the Hawk Tool plant will most likely be closed. They say they have no current plan to start business elsewhere or to continue the Hawk Tool company at all.

The plant was built around 1939 or 1940 by Henry Ford, to be used as one of his 'country plants.' It was used by Ford only during the World War II years. When Hawke purchased the building in 1949, it had already been vacated. The Hawkes enlarged the plant, adding two new sections and modernizing. Since then, the building had been in use steadily up until the time of the strike. Future use of the site has not been established, Hawke added.

"There'll be some changes made"



Alan, Cecil and Al Jespersen of the Rademaker staff go over the new building plans with owner, Tom Rademaker.

A massive expansion program is planned by Rademaker Chevy-Olds Sales and Service. Building prints are completed that will triple the sales and service areas... with a modern new building housing the business. The building site will be located directly across, Dixie Highway, from the present Rademaker Sales and Service.

TOM RADEMAKER

CHEVY-OLDS

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CLARKSTON