



OBSERVATION POINT

At Least They're United Enough To Study

By Philip H. Power

It's sad but true. Local and state governments have lost power to the feds in Washington largely because they are incompetent. This is largely because they are unwilling to look ahead at future problems and unable to plan to meet them.

It is in this context that high praise should be given to Farmington (City and Township) and Plymouth (City and Township). Both communities have recently embarked on a policy of looking ahead to plan now for future

problems, and both communities should be very much better off for it in a few years.

In both areas, the matter under study is whether to join city and township governments into one joint operation. Whether called unification (in Plymouth) or consolidation (in Farmington), the thrust of the idea is that it's senseless for separate city and township governments to be snapping at each other, duplicating services, and eating up the resident's tax dollar in various inefficient ways.

In both areas, the city and township have a history of stormy relations, punctuated by annexation attempts and legal counter moves. In both areas last year, a few far-sighted people put across the idea that an objective look should be taken at the plusses and minuses joining together. Study reports were commissioned.

THE PLYMOUTH report, prepared by the well-respected and non-profit Citizens Research Council of Michigan, was presented to community leaders at a conference held at Schoolcraft College on Sept. 28. The report did not seek to argue either for or against unification; it simply explored the present level of services and costs in the city and township and tried to project some of the factual implications of how a unified city might work.

What will happen now is a matter of conjecture, although there is a lot of midnight oil being burned by local leaders as they chew their way through the extensive report. It will probably take several months to get a clear idea of who will wind up on what side.

In Farmington, two reports were commissioned. One, by the Future Farmington Area Study Committee, is being prepared by local government experts from Michigan State University. The other, in effect sponsored by the township, is being done by Consultant Donald Oakes. Both will be completed later this fall and, hopefully, will be presented unedited to the public before they

can be screened by the people who ordered them.

In the meantime, an optimistic note was sounded when the Farmington Township Board and City Council agreed to continue for six months the no-annexation pact first started some months ago. There is real hope the reports will contribute to an unemotional examination of the facts behind consolidation, al-

though it is not clear what will happen if the MSU and Oakes' studies don't agree about what the facts are.

NO ONE REALLY knows whether any kind of joining will come out of all this study.

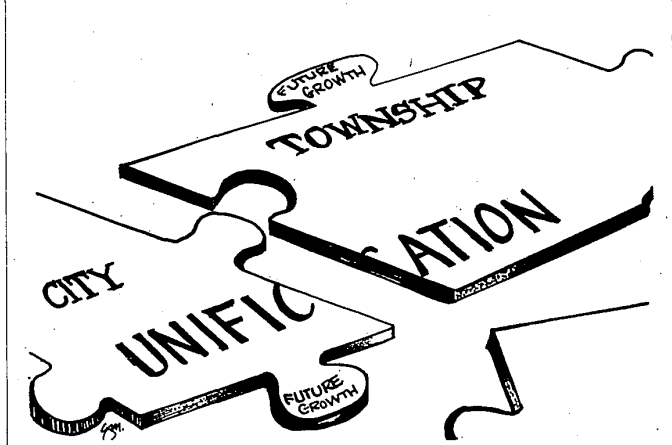
The point for now is that citizens in both Plymouth and Farmington were interested enough in getting some kind of factual in-

formation about the problems of the future to commission an objective study of the problem. This is expensive, and there is no telling whether the results really favor the pro-consolidationists or the anti-unificationists.

But the people in these two communities had enough guts and foresight to look ahead.

That, in itself, is a pretty major accomplishment.

IT FITS!



Bob Ameen Writes

Use Solomon's Axe On Newburgh

By Don Hoenschell

Sir Hillary climbed Mount Everest because it was there and was huzzahed by every brave son of us who ever got a nosebleed on an escalator.

Now that you know there's heroism and sacrifice here, let us discuss the single male in a supermarket.

Give me a man and a list he can read and I'll give you 10,000 jars of marinated herring. Maybe he's a \$40,000 a year politician, an auto plant manager or a jockey.

There is a mistake about a supermarket that can bring a man to tears over the frozen meat. Maybe he can split the atom and transplant a heart but what makes ground beef different from hamburger?

Is it better to have eaten French bread than never-to have loved at all?

IT IS A FIELD where women have it all over men. There are other fields, but we won't get into that. Let him push the cart and load the car, ladies, and let him watch an artist at work.

Really! A friend regarded nationally as a political wizard and a gentleman of other supreme qualifications once said that the most unsettling experience was being dressed in a hospital gown. Stripped of his dignity, deprived as it were of his manhood.

Men, who are naturally better drivers of automobiles, could get life for the way they drive grocery carts. There are apologies and heh heh's, and "Sure heavy

traffic in here." Ladies sneer and babies cry.

Remember how you kid the lady of the house? She's a sucker for Madison Avenue, the coupon and the trading stamps. You get 14 cans of stovepipe cleaner and a lifetime supply of rubber plumbing washers. With them you get stamps, a bargain.

But us guys, well!

THERE'S A MARKDOWN on brooms so we buy a gross. You can always use a broom. Seventeen assorted pizzas are logical, folks. Never can tell when you'll need a pizza. Maybe you'll be snowbound.

The man makes a traffic pattern like a four-year-old on his first pair of ice skates. He goes from the hamburger to the razor blades via pastry, and barely missing the oranges and cigars.

Then comes the checkout counter.

The checkout girl has seen it all and could get a degree in psychology just by telling all to a tape recorder and sending the transcript to the American Psychological Society. Here's checkout.

One blob of sharp cheese, plus Ritz crackers, a bottle of milk, after shave lotion, a box of four small pizzas, a six-pack of Blatz, six eggs and a package of sausages, four cans of orange juice concentrate and one bargain jar of marinated herring. The girl smiled.

"I'm shopping for an orphanage," I said.

"Oh," she said.

The squabble over paving of Newburgh Road, currently raging between Livonia Councilmen and Mayor Harvey W. Moelke, as to how wide specific portions should be, reminds one of the Biblical story concerning two women claiming to be the mother of the same infant.

You will recall that Solomon displayed the type of wisdom for which he was famed by ordering the child cut in half so each woman could have an equal share. The true mother's identity was revealed when she threw herself across the baby's body as a shield against the soldier's sword.

MAYBE THIS SORT of action is called for here. Councilmen could have one mile of the two-mile stretch from Schoolcraft to Six Mile to do with as they like, and the mayor could have the other mile to do with as he saw fit.

Thus, neither side could no longer hurl accusations and counter-accusations at each other and would be stuck with whatever decision they made.

This week after week constant arguing, disputing, accusing, indecision and changes of heart has involved not only the two parties cited, but the Order of Felician Sisters, the contractor awarded the contract for the paving several changes of mind ago, and, most important of all, the taxpayers citizens.

THOSE WHO HAVE traveled Newburgh Road can verify that it is a mess. To say the thoroughfare needs paving is an under-

statement. Announcement that the road finally would be paved came as pure joy to those who traverse the bumps, holes and dusty atmosphere of the "horse-and-buggy" trail.

But, alas! No one was prepared for the inability of two parties (that's one more than one) to agree on how it was to be accomplished. So many weeks have gone by that the entire project stands in jeopardy of not being completed before unsuitable winter weather sets in.

Luckily, the contractor has started work. However, no one is certain that the Council's latest decision will stand, or if it changes its mind, that the mayor will not veto it, or if he does, that they will not sustain his veto. All this happened before and could

happen again. Also, any additional costs incurred by the delay will be borne by the city.

Assuming all goes well, and the current desire of Council stands to pave Newburgh to four lanes from Schoolcraft to Five Mile and two lanes from Five to Six Mile, the premature advent of bad weather could possibly delay completion of the overall job until sometime next year.

IF THIS SHOULD happen, the blame will fall on two sets of shoulders. But the number of parties held responsible will mean nothing in comparison to the inconvenience and delay caused to the many persons customarily using the road.

In any disagreement, eventually one side bends a little

more than the other before accord is reached. The two parties concerned are public servants paid by tax money, and it behooves them, henceforth, to act as speedily and as surely as possible in final disposition of Newburgh Road paving.

The majority of taxpayers may be younger these days than a few years ago, but not so young as to forget the kind of wisdom advocated by those time-tested adages — "A stitch in time saves nine" — "He who hesitates is lost" — "An ounce of prevention is worth a pound of cure" — and finally, "Necessity is the mother of invention."

Let us hope the Council and mayor will take heed of the latter and "invent" a way of agreeing on Newburgh Road.

Leonard Poger Writes

HHH Supporter In The 15th May Run Into A Groundswell

The problems and issues involved in the presidential campaign are magnified in a congressional race in the 15th District, which includes Westland, Garden City, and Canton Township.

On the surface, there is no real race with Democratic Congressman William D. Ford of Taylor likely to beat Westland Republican John P. Boyle.

FORD WON A second term two years with a 2-1 margin over his Republican opponent in an election where Gov. Romney, Senator Griffin and other Republicans swamped their opponents in a strong Republican comeback from the 1964 Goldwater disaster.

Westland and Garden City are traditionally Democratic strongholds although Romney and Griffin showed surprising strength in the two cities.

Boyle, who has been getting a lot of mileage through his weekly jogging contests, knows that his most serious problem is just getting his name known before the district's voters.

But he may make some headway if there is a strong "backlash" vote, which is evident by the number of supporters of Alabama's George Wallace in the two cities.

Cars have been seen with bumper stickers supporting Ford but without doing the same thing for Vice President Humphrey, the party's presidential nominee.

RECENTLY, BOYLE made a strong point on the fact that more than 70 per cent of the 15th Dis-

trict voters who responded to Ford's annual survey on national issues were opposed to President Johnson's policy in Vietnam.

Ford is a staunch supporter of the President and his policy, and is forced to defend a position which most of his constituents are against.

The Democratic incumbent is a liberal and makes no bones about it.

But if there is a groundswell of conservative feelings in the district, Ford may be in a real fight to retain his seat in Congress.

SENSE 'N' NONSENSE

What happened to Brookfield and Mayfield streets? The City of Livonia's map, which City Hall sends to residents for 15 cents, shows Brookfield and Mayfield connecting Seven Mile Road and Curtis. But a visit to the place will show that all there is there is woods. Mayfield extends south from Seven Mile only one block—

and Brookfield only about a hundred feet!

It may be too early for the 1969 election campaign for Mayor and City Council in Westland but there is already a car bumper sticker which says just "Tom Brown Sticker" promoting the identity of Westland's mayor.

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This Is The Week That...

He's Not Super In The Market



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