

The Farmington Enterprise

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GRAND RIVER 20-FT. PAYING \$52,572 PER MILE

A Detroit Free Press correspondent has at last succeeded in securing some fairly accurate information as to the cost of highway construction by the state highway department. Discovery was made after several rides on Governor Greenback's "merry-go-round" "switch back" and other clever devices installed in the various departments at Lansing for the confusion and amusement of inquisitive visitors who show a desire to look below the surface of the "mystic maize" of figures which are supposed to represent the cost of highway construction.

The correspondent has discovered that the records in the Oakland County road commission's office quite clearly show what the taxpayers of the state and of Oakland County paid for the fourteen miles of twenty foot stone road laid two years ago on Grand River road from Farmington to the west county line.

The following by James P. Powers, the Free Press correspondent, will be of interest to Michigan taxpayers, especially those in this vicinity who have frequently heard the governor's ready estimate of thirty to thirty-five thousand dollars a mile for highway construction:

"In the Oakland County road commission's office, the cost of fourteen miles of Grand River was discovered. That is the extent of the Grand River mileage through that county. As the county's share of the gross cost of the highway construction is billed by the state on a 25 per cent basis, the total cost is easy to compute.

"Over that stretch of fourteen miles, the state is asking Oakland County to pay \$13,140 per mile. The total cost of the fourteen miles is set up as being \$735,872.66, or \$52,572 per mile, an unprecedented cost in Michigan and an unusual cost anywhere.

"These cost figures are what Oakland County has on record at the present time. The officials of the county say they have no assurance that there will not be additional bills. Ross Thompson, chairman of the Oakland County highway commission, said he and his associates would be glad to give notice is received from Lansing that the Grand River account is completed.

"In this expensive stretch of fourteen miles, the cost of the grade separation at Novi is not included. That is a separate account.

"The fourteen-mile stretch was built by the state with convict labor, inmates of Jackson, Ionia and other state prisons, who in most cases are paroled by the governor as soon as they have finished a period of labor for the highway department. While working on the roads they are paid \$1.25 per day. Highway department officials claim that the efficiency of the convict labor is comparable to that of free labor. They say they have made tests of production of both classes.

In contrast with these Grand River figures, and the astounding total of \$52,572 per mile, is the cost of two sections of M-10, the Dixie highway, north of Pontiac in Oakland County.

"These eight miles were built by private contractors. Their labor cost them approximately \$5.00 per day against the \$1.25 paid the convicts on Grand River. They built the eight miles at an average cost of \$37,560 per mile, a total of \$15,000 per mile less than the cost on Grand River avenue.

"The specifications for this stretch on the Dixie, and for Grand River were the same. The same width and the same depth of grading requirement was called for on either construction. The route followed the original road, and the grading necessary was not unusual.

"And then in contrast with both of these costs; \$52,572 per mile on Grand River, and \$37,560 on the Dixie, are the figures covering a half dozen scattered projects, totalling 22 miles, which the administration gave out a few weeks ago when pressed for an accounting of the spending of more than

MAIL VIA REDFORD

Postmaster McGee on Monday received word from the post office department that a new mail service in and out of Farmington would be inaugurated today, Friday. The Detroit post office mail wagons will deliver mail pouches at Redford and collect outgoing mail from here. There will be incoming and outgoing mails in the morning and afternoon at the usual hours.

This is a temporary arrangement, which probably will be made permanent as soon as the route can be officially established and bids received and contracts for the service let.

Mark Wixom will handle the mails between Farmington and Redford for the present.

GEORGE MORGAN PASSES

George Morgan, aged 60, died at his home 64 Division street Sunday, January 31. The funeral was held from Heene's funeral parlors Tuesday with burial at Oakwood Cemetery.

Mr. Morgan came to Farmington five years ago and at that time was in failing health. He was for many years a well known photographer at Detroit. He leaves a wife and a half brother, G. Allen of Detroit.

VACANCY SOON IN NOVA POST OFFICE

A vacancy is contemplated in the office of postmaster at Novi and examination of applicants for the same will be held at Northville, the date for which will be announced after receipt of application for examination the for filling of which closes February 24. The office at Novi is a fourth class and the salary for the past year was \$920.

Application blanks will be furnished at the postoffice at Novi.

HARRY HARRINGTON FULLER

Harry Harrington Fuller passed away at his home on the Base Line road Wednesday, February 3, after an illness of two months with heart trouble.

Mr. Fuller was born in 1876 and leaves a wife and only sister Mrs. Jessie Smith of Washington, D. C.

Funeral services will be held from the home Saturday morning at 9 o'clock and at Charlotte at 2 o'clock where the remains will be taken for burial.

\$10,000,000 in 1925. These figures purported to show that the state highway department was building Michigan's concrete highways at a cost of approximately \$33,000 per mile and coupled with this claim was the assertion that the cost of construction done by the state approximated the cost of private contractors.

"According to practice in the state highway department, bids are asked on all projects whether they are finally undertaken by the state or private contractors. When the state undertakes the work, the estimates of the rejected low bidder are set up on the records as the estimated cost for the work.

According to Deputy Highway Commissioner G. C. Dillman, the state performance usually approximates the estimates.

"The estimates for the fourteen miles on Grand River avenue are recorded in the last biennial report of the state highway commissioner. These estimates, listed in the form of contracts let in 1923 and 1924, total \$437,324.92, or \$31,237 per mile, or \$21,835 less than the actual cost to date.

"According to Oakland Highway Commissioner Thompson, the Oakland commissioners repeatedly have asked the state highway department for a final accounting and for an explanation of the tremendous extra cost in comparison to the original estimates.

"He said that the bills that have been received have not been itemized, a complaint that has not been confined to Oakland County alone, and that as a result they are difficult to check."

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EXCHANGE CLUB NOTES

At the noonday luncheon of the Exchange Club Tuesday there took place an interesting and rather spirited debate upon the question of the adoption of the city charter, a question now before the electors of Farmington. The judges chosen to decide the matter decided that the affirmative side put up the best argument.

The president appointed Dr. James Miller, H. M. Warner and Mark Wixom as a committee to look into the matter of securing better transportation facilities for Farmington.

At the luncheon Tuesday, February 16, William Ryan, chief of the Income Tax division of this district will be the speaker.

Mr. Ryan is an interesting talker and is an authority on income tax law. It is expected that many details connected with the recent changes in the law will be in shape for discussion by that date and Mr. Ryan will be pleased to have questions asked by the members of the club.

The subject of the talk will be "The New Income Tax."

At next Tuesday's luncheon on roll call members will answer with a short Lincoln story.

FINGER PRINTS IDENTIFY MURDER VICTIM

Identification of the mystery murder victim, whose body has been held by Coroner O. C. Farmer at Pontiac for a week, is believed to have been effected Tuesday afternoon by means of finger prints. Comparison with prints in the Detroit police department leads both Detroit and Pontiac officers to believe the man is Peter Zebreck, 68 Erskine street, Detroit, who is alleged to have had a police record in that city.

The body was discovered a week ago in Southfield township near here with the throat slashed from ear to ear. Efforts of Sheriff Frank Schram and Coroner Farmer had been unavailing until today. Relatives are being sought.

FARMINGTON WOMAN'S CLUB

The Farmington Woman's Club met with Mrs. Effa Parker, February 3.

The program consisted of reading Abraham Lincoln's first and second inaugural addresses and others by Miss Boynton. Josephine McGee read "The Perfect Tribute."

The next meeting will be held February 17 with Mrs. Anna Cook.

Josephine B. McGee, Sec.

LOCAL NEWS

Mary Jane Schroeder and Carol Harger are ill with measles.

Mrs. Arthur Lamb visited Mrs. Ivan Austin at her home in Pontiac, Tuesday afternoon.

Measles are very prevalent, hardly a home in the village where there are children, has escaped.

Oscar Bryan of Chicago arrived Thursday to attend the funeral of his brother-in-law, Harry H. Fuller.

Mrs. Anna Brown and Mrs. Josephine McGee attended the 31st anniversary of the Detroit Federation of Woman's Clubs in Detroit, Friday.

Mrs. George McGee, Mrs. John Balch and daughter Jean of Pontiac, spent Monday at the McGee home, Division street, Mrs. McGee remaining until Tuesday.

John Melow is nursing a bad hand, caused by running the end of a file into it a week ago Saturday. The injured member is getting better.

Cedric Harger had the misfortune to break his arm during the basketball game between Plymouth and Farmington at the local gymnasium Friday evening. The arm is mending nicely.

Honoring the seventy-fourth birthday anniversary of C. Wedenstorer, twenty of his relatives and friends gave him a complete surprise at his home Saturday evening. The guests came with well filled baskets. Pedro was the diversion of the evening.

AMERICAN LEGION'S BIG PILGRIMAGE

It will require more than nineteen ocean-going liners, the ships that will carry the second A. E. F. in September, 1927, when the American Legion holds its convention in Paris, France, according to Alton T. Roberts, of Marquette, a member of the France Convention travel committee. The travel committee will inspect nineteen ocean-going liners during the next week so that the best accommodations will be available for the migrating Yanks.

At the invitation of the many steamship companies co-operating in organizing this tremendous peace-time movement of former service men, the members of the France Convention travel committee will be their guests. The committee will inspect thoroughly each vessel, for upon its work depends the comfort of the men who will "shove-off" in 1927 for the great pilgrimage. Mr. Roberts says that nothing will be overlooked from bow to stern to have everything ship shape.

Transatlantic liner schedules are made up two and three years in advance, and the matter of arranging properly for sufficient ships will be definitely settled at this week's meeting. The question of carrying the Legionnaires over is not a perplexing one, for there is a lull in the overseas traffic going east in fall. However, just at this time summer vacationists are returning home in large numbers.

That thousands of Legionnaires appreciate the great significance of the trip is shown by the marked jump in the total number of Paris savings accounts all over the United States during the past month. Hundreds of banks show a large increase in this line of savings.

Mr. Roberts warns Michigan Legionnaires: contemplating this trip to make arrangements for a longer vacation period in 1927. He urges that where it is possible Legionnaires forego their vacations in 1926 and add the time to their vacations in 1927. That will provide the four weeks necessary to make the round trip.

Veterans of the World War who have not already converted their war risk insurance are warned they have less than six months to do this. Also those who have dropped their war risk insurance have until July 1, 1926, to have it reinstated. State Adjutant R. J. Byers urges all former service men to see to it that their insurance is taken care of before the time expires so as to avoid losing their money already paid in. The United States Veterans' Bureau, 318 East Jefferson avenue, Detroit, or any American Legion post in Michigan will assist any of the World War veterans to convert their insurance or reinstate it.

EARLY OAKLAND HISTORY

Under the caption "Pioneer Days in Our Locality" Current School Topics published at Lansing is printing a series of short articles by school children. In the January 27th number the following from the Clarkston station school, Nellie E. Stephens, teacher, appears:

"The early history of our locality is linked with the Ottawa Indians and their chief, Pontiac. In 1764 Pontiac gave up his plans for taking Detroit. This removed a great danger and opened Central Michigan to settlement. The part of the territory which is now called Oakland County was one of the first sections to be settled.

"It was from numerous oak trees that Oakland County received its name.

"The early settlers from New England, New York and Canada came to this territory because they could follow the Indian trails and "Oak Openings." The Saginaw trail led to Pontiac and Detroit. In 1819 a road was opened between Pontiac and Detroit. Over this the pioneers trekked with their ox-carts, seeking locations for their homes and to carry on trade.

"Their chief occupations were farming, hunting and fishing. Some of the wild animals found here were beaver, mink, otter, foxes and deer."

FARMINGTON DEFEATS PLYMOUTH 22 TO 14

Last Friday night Farmington High added another victory to her string when she defeated Plymouth 22 to 14.

During the first half the visitors were unable to penetrate Farmington's defense for a single field goal; their only counters coming by the way of the free throw route.

In the second half some of Plymouth's long shots registered, getting five field baskets to Farmington's seven.

In the preliminary the girls lost to Plymouth 21 to 25 after leading at half time, 16 to 10.

The second team defeated Plymouth seconds in the afternoon 18 to 17 in a hard fought contest.

Lineup:

F. H. S.	B	F	P
Quinn, lf	3	1	7
Shaw, rf	2	1	5
Sallow, c	3	0	6
Manzel, rg	0	0	0
Spaller, lg	0	0	0
Turner, cf	2	0	4
	10	2	22

P. H. S.

B	F	P
Douet, lf	3	4
Hickey, rf	0	0
Mills, c	1	0
Lockwood, g	1	0
Hubert, g	0	0
Barlow, f	0	0
Kurge, g	0	0
	5	4

This Friday night, February 5 Dearborn High comes here for a game with the local quintet.

Farmington and Dearborn are leading the league, being tied for first place, each having won four games and lost none. Friday one of them must take second place. Let's turn out and help our boys win.

Independents Defeat St. John's Athletic Club 25 to 12

The local athletic club quintet won an easy victory from St. John's Monday night in the High School gym, coming out on the big end of a 25 to 12 count.

The game started out with every indication of being a close contest, the hoors at the first quarter standing 4 all. During the second period Banfield and Hall rang up several counters each, and as the half ended the locals were in the lead 15 to 4.

During the second half the visitors were able to hold Farmington to a 2 point margin, but never at any time threatened the big lead of the first half.

Lineup:

F. A. C.	B	F	P
Rancus, f	1	0	2
Banfield, f	4	0	8
Sallow, c	2	1	5
Wixom, c	1	0	2
Staman, g	1	0	2
Hall, f	2	2	6
Manzel, g	0	0	0
Walling, g	0	0	0
	11	3	25

St. J. A. C.

B	F	P
DeConeck, f	2	2
Weber, f	1	0
N. Brown, c	0	0
L. Brown, g	0	0
Randal, g	2	0
	5	2

Referee—Quinn. Quarters—10 minutes.

TEXAS JACK TO MAKE HIS HOME HERE

Jack Sullivan, known as Texas Jack, who gave an exhibition in fancy shooting here two years ago in connection with the Legion Gala Day was in Farmington Monday with a view to making this locality his future headquarters. At the time of his visit to Farmington two years ago he invested in a piece of real estate at Fourth Gate and has since erected three house on it. He likes Detroit and this section of its purtle.

LIBRARY NOTES

There are some books in circulation that are past due. Kindly return them Saturday, February 6.

Miss Kennedy.

Pay up your subscription.

SHALL CHARTER BE ADOPTED NOW OR LATER?

There seems to be quite a number of citizens who are laboring under the impression that the question of Farmington becoming a city of the fifth class is to be determined at the polls on Monday, February 15, which is an erroneous one. The question to be determined at that election is whether or not the charter formulated by the commission and published in The Enterprise last week is to be the charter of the City of Farmington, the question of becoming a city having been settled in the affirmative at a special election held last fall when the charter commission was chosen with instructions to formulate a charter.

At the present time Farmington is a city of the fifth class without a charter. The election of February 15 is for the purpose of adopting the charter and electing city officers to act under it. Should the electors fail to approve of the charter as formulated, another charter will have to be drawn up and submitted at a future election, unless the electors take steps to rescind its action of last fall.

It should be born in mind by the voters that neither an affirmative or negative vote on the proposition to be submitted at the coming election has any bearing on the question of incorporating as a city. Farmington is now a city. If the voters think that the draft submitted is not a proper one and fails to meet requirements he should oppose it. If, on the other hand, he finds that it is a reasonably sound document, he should vote for it. The voter should approach the matter in a fair-minded manner and not allow his or her decision to be based on trivialities.

The expense of government and the extent of civic improvements are matters depending entirely upon the attitude of the citizens of a municipality. The form of government has no bearing upon them, except as it furnishes a means of carrying the wishes of the voters into effect.

HAROLD DAINES BUYS PACKING HOUSE MARKET

Harold P. Daines purchased from the B. and M. Markets of Detroit the Packing House Market at Farmington and will take possession next week Monday.

Mr. Daines, who is a well known citizen of Farmington, having recently sold his farming interests on Grand River road just west of the city and last week moved into a home here, states that the nature of the business will remain as at present, with the exception that a larger stock of meats will be carried. Mr. Daines will be in active charge of the business and will be assisted by J. W. Cornair, who has been in charge here and under whose management the sales at the market have been doubled within a few months.

Mr. Daines states that the store after this week will be known as the Central Market where will be carried a complete line of all kinds of meats, fruits and vegetables.

McELROY-HANNIBAL

Mr. Ralph M. Hannibal of Detroit and Miss Alice M. McElroy of Dearborn were united in marriage at the Methodist parsonage Saturday evening, January 30 by Rev. E. F. Dunlavy.

Mr. and Mrs. Hannibal will make their home in Detroit.

JUBILEE QUINTET

Smiley Brothers Jubilee Quintet, a musical organization composed of colored men, will give a concert in the Community Hall, Saturday evening, February 6, under the auspices of the Progressive Sunday School Class. They will give a concert including Plantation Melodies, Negro Spirituals, Songs of the Cotton Fields, etc.

This is a special attraction and is not a part of the regular lecture course, although those buying tickets for this number who hold reserved seats for the lecture course will be allowed to use those seats.