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EDITORIAL

HE MUST BE FREE TO SPEAK

The people of the State of Michigan have an interest, and a more than casual one, in the new outbreak over the D. A. R. alleged "blacklist." The latest controversy, between Mrs. Alfred Brossseau and President Clarence E. Cook Little of the University of Michigan defines clearly an issue upon which much depends.

Mrs. Brossseau takes President Little to task for what is termed "a public diatribe" at a community festival at Wayne on June 30, when President Little discussed the alleged "blacklist." Mrs. Brossseau, in an open letter to President Little, declares that "You are supposed to be an educator and not a censor of organization methods other than the particular organization with which you are connected. 'Further, I have reason to believe from my own knowledge, that your present task presents obstacles the overcoming of which might be thought to require a maximum of your time and effort.'

What Mrs. Brossseau tells President Little, in effect, is to "mind his own business" and devote all his time to running the University of Michigan, and that the policies of the D. A. R. "are not any of your particular concern."

But just what is President Little's job? Is he merely a sort of superintendent of the University's educational processes and machinery, hired to see that classes are held on schedule and the system works—or is he the educational leader of the State of Michigan? Is the president of our State University not regarded as the man of genuine intellect who may lift the entire State to a higher intellectual plane? Certainly a university president is not chosen for his executive ability alone—learning and intellectual leadership count for something, too. Head of the State's greatest educational institution, the president of the University of Michigan must be more than a pedagogue. The entire State must feel his elevating influence, just as the entire State and Nation felt the elevating influence of the late President James B. Angell, of Eliot of Harvard and others.

Farmington has sent a number of boys and girls to Ann Arbor for higher education. Yet unless the whole community, and not just these few boys and girls, is influenced toward more intelligent living through the University's existence, the University, and particularly its leaders, has failed in a most important aspect of its task.

If then, a potent intellectual influence is to be exerted by the University upon the State of Michigan, the University's president must be free to speak upon questions of public interest. His position makes it all-important that his voice be not throttled. We look to him for intellectual leadership—he must be free to exercise it.

It is an unfortunate circumstance, perhaps, that Mrs. Brossseau and her husband happen to be the contributors of the University's largest student loan fund—unfortunate because it may complicate

SATISFACTION

Not satisfied with what we have,
 Everyone must long for more;
 Whether we hope for power and fame,
 Or whether we long for wealth and glory;
 When satisfied we all should be
 With joy and health, and purity.

But still ahead we all must grasp
 Far beyond what's in our reach;
 "If you have health, just be content"
 The self-same words our elders teach.
 We pay no heed to what they've said,
 And ever try to plunge ahead.

Forward we stride with arms outstretched
 We seek to find and always try
 To reach the goal, but we don't hark
 To what they've said in days gone by;
 If we'd be good and also kind,
 Much satisfaction we would find.

—M. Marie Walling.

a situation, the issue of which needs to be clear.

Incidentally, one wonders just how much Mrs. Brossseau would have objected to Dr. Little's remarks had they been favorable to her own opinions. Would she then have been so insistent upon his limiting his time and effort strictly to administrative work of the University?

"WHAT'S IN A NAME?"

The City of Pontiac, recently settled down after considerable turmoil over the Detroit metropolitan area dispute, is perturbed again by another question—should the name of Saginaw street be changed to Woodward avenue?

Many have suggested that it would be a convenient title, especially for visiting motorists. Other arguments are cited for the change, and a whole flood of them against it. Chief among the latter are sentimental reasons.

Of these sentimental arguments many are good. Why should not every city seek to retain those characteristics which differentiate it from all the others? Surely we do not want every street of every town in America to be designated by a number, or by a too-obvious succession of names. What fascination our national capitol holds for all Americans, and yet how much has it lost by having its streets prosaically called "K" street, "H" street, and the like. There are too many streets in America whose names are simply "Main Street."

There are so many good reasons for Pontiac retaining its main thoroughfare's present name that it is too bad to see many fall back on the one specious argument that was so prominent in the metropolitan area dispute—that of Pontiac "retaining its individuality" and protecting itself from being "swallowed up by Detroit." Pontiac is urged not to adopt a street name that is largely known to be located in Detroit.

Pontiac must not use even the same street name as Detroit. But has any of those arguing thus ever stopped to consider that the present name, "Saginaw Street" designates, not merely a street in another town—but a whole city? "Saginaw Street" is obviously the present name of the "Saginaw trail," leading to Sag. How had the old-timers been so "touchy" of their city's "individuality" if the thoroughfare would not have been named Saginaw street. They would never have chosen a name that might in the slightest way indicate that another city existed near Pontiac.

TWO CAPABLE YOUNG MEN

Farmington citizens will welcome an opportunity, again this fall to cast their votes for Earl L. Phillips, the popular attorney who drafted Farmington's charter and has assisted this community with legal advice on various occasions. Mr. Phillips is a candidate for circuit court commissioner of Oakland County to which of-

face he was very nearly elected two years ago.

Mr. Phillips is a clean-cut capable young man, who can be depended upon to conscientiously discharge the duties of whatever office he holds. Of late years, that of circuit court commissioner has become tremendously important because of the large number of land cases arising out of Detroit's subdivision development. The position is one requiring efficiency and energy, and both of these qualities are possessed by Mr. Phillips.

It has been the custom that one of the two circuit court commissioners' offices should be located in Royal Oak, for the convenience of attorneys and because probably half of the cases arise in the southern part of the County. George Hartrick, present commissioner, is not again a candidate, and Royal Oak's choice is Harry J. Merritt. Mr. Merritt like Mr. Phillips, is one of the younger men of the County, who has shown definite capability, and both on the basis of his ability and fairness to Royal Oak, should be chosen one of the circuit court commissioners.

CONTINUE THE SAFETY CAMPAIGN

Michigan has just concluded a state-wide campaign for safe driving upon the highways. Motorists were asked to see that their cars were in perfect mechanical condition, that they obey the simple rules of the road, to take every precaution that safety and good judgment demanded.

This policy closely adhered to, will result in cutting down automobile accidents to a minimum—it will be the means of saving many human lives.

Now that the campaign is ended much is left to each individual motorist. Brakes soon get out of order, lights have a faculty of suddenly growing dim, a car without attention becomes dangerous when driven upon the roads. The campaign will have been unusually successful if we remember some of the essential things it has taught us.—Exchange.

POOR ROADS EXPENSIVE

Recently conducted experiments show that bad roads cost the motorist the equivalent of a tax of 22.3 cents on every gallon of gasoline used. This figure is reached by the assumption that a car makes 10 miles to the gallon on poor roads.

On a basis of a speed of 33 miles per hour, tests in several states showed the cost of gasoline and tires per thousand miles over a rough road used in experiments, was \$35.10 for an average four-cylinder car loaded. The cost for the same car running at the same speed over a smooth highway was shown to be only \$12.50.

What better argument can there be for improving highways as fast as funds can be made available?—Exchange.

ALPS AND ROCKIES TO BE CONNECTED BY PHONE

The Alps and the Rockies may be "on speaking terms" after this week, when transatlantic telephone connections for subscribers on this continent will be extended to all of Switzerland, Swiss cities, including Geneva, mother city of the Red Cross and of the League of Nations, will be connected via Paris to London and the transatlantic radio link, by means of an 800-miles wire telephone circuit newly established.

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