

# Farmington Enterprise

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TWO SECTIONS

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## Trolley Service Start Delayed; To Begin Sunday

### Overhead Equipment Difficulties Cause Postponement For Three Days

Unforeseen mechanical difficulties in preparing track and overhead equipment has caused delay in the resumption of trolley service between Farmington and Detroit, which was to have started Thursday morning.

Latest plans call for the inauguration of street car service on Sunday morning, July 29. Buses will be kept running until that time, and it is understood that should any further difficulties appear, orders are to keep the buses in service until the street cars start.

Announcement of the 20-cent fare to Detroit last week met with enthusiasm throughout this section, and opinion is that the street car service will not only be well patronized, but will be of great aid in the development of the community.

The fare will be 20 cents between Farmington and Five Points, where the Seven-Mile road crosses Grand River, and six cents from there downtown. This is a reduction of five cents in the fare between Farmington and Redford. The ride from Five Points downtown is considered an unusually long one for six cents.

According to latest advice, the work on overhead equipment, which was the chief cause of delay, is proceeding rapidly and will be completed by Saturday.

## ORGANIZATION IS FORMED TO BOOST SCHRAM AND ORR

### Farmington Township And City Men, Gather In Interest Of Candidate

The first political activity in an organized way in this section this year occurred Wednesday evening, when about 50 men prominent in the City Township and City of Farmington gathered at the Glen Oaks Golf Club.

The purpose of the meeting was to promote the candidacies of Sheriff Frank Schram and of Assistant Prosecutor Norman Orr, for the Republican nomination for sheriff and prosecutor respectively. Both men attended the meeting, and accompanying them was A. Floyd Blakelee, former Oakland County prosecutor.

An organization, nominally headed by Judge John J. Schulte of Farmington was chosen president and Howard Bond secretary. An executive committee was formed consisting of the president and secretary and the following men from the City and Township: The township representatives are Ray Oldham, Herman Grimmer, and Willard Campbell, and the City's representatives are Leo Gildemeister, Howard Warner and Dr. G. F. Weaver.

Oakland County Road Commissioner Isaac Bond called the meeting to order and introduced Mr. Blakelee, who acted as temporary chairman. A number of those present were called on for expressions of opinion as to the prospects of the two candidates in whose behalf the meeting was called. Another meeting will be held Tuesday evening at the Glen Oaks Club.

## Finder Of \$20 Bill Can Bring Happiness

Somewhere someone is enjoying possession of a \$20 bill, the loss of which has caused considerable distress to its rightful owner. A venerable couple of Farmington, who lost the bill in front of a grocery store on Grand River, are still hoping for its return, for illness and other difficulties have brought them financial hardships.

The finder may wish to return the money, and a reward of \$5 is offered. It may be sent to the Enterprise office or either of the Farmington banks, and it will be returned to the owner. "No questions asked."

## Faculty of Farmington Schools for Coming Year Announced by Baker



RALPH B. BAKER

## Storm Ruins Two Barns; Two Hurt

### Barn Hit By Lightning While Victims Are Being Treated In House Nearby

Two women were hurt when an automobile skidded on Grand River road near Novi during the electrical storm last Thursday afternoon, and while they were being treated in a nearby farmhouse, the barn a few feet away was struck by lightning and burned. One of the victims is in serious condition in a Detroit hospital.

A barn on the Hoheny farm on North Farmington road, about a mile north of Farmington, was almost struck by lightning and destroyed by fire. The structure, a large one, burned to the ground in a few moments.

According to men at work about ten tons of hay had recently been placed in the barn, little else of value having been stored there. The crash on the North Farmington road occurred a few moments before that at the farm where the injured women were being treated near Novi.

Robert Jones, of Detroit, driver of the car in which the women were riding, told police that he was travelling east on Grand River about one-half mile east of Novi, when the car was struck from behind. Jones turned to see what had struck the machine, and while they were being given first aid, lightning struck the barn outside and set it afire, adding to the confusion.

The women were taken to the office of Dr. Z. R. Aschenbrenner in Farmington and treated. Mrs. Klotz later being taken to Ford Hospital. Her condition is serious. Deputy Lee Doyle of Farmington investigated the accident. No charges have yet been made.

By another curious coincidence, the cars in the collision were both of the same make and model. The accident occurred just at 6:00 o'clock.

### FOUR IN FRONT SEAT, HE DRIVES DOWN CAR TRACK FOR SUNDAY ENJOYMENT

Four in the front seat and the trolley tracks for a highway was the joyous way of Lloyd A. Heimbecker, of 1727 Eastlawn avenue, Detroit, Sunday afternoon, out for a trip with three friends.

Heimbecker was apprehended at Grand River and Middle Belt roads by Deputy Sheriff Ler Doyle. According to the police he had driven down the tracks for half a mile before he was stopped.

Mrs. Olin Russell, Roberta and Mrs. Jubb spent Tuesday in Howell the guests of Mr. and Mrs. Howard Warner.

The roster of the faculty of Farmington schools for 1928-29 has been practically completed by the new Superintendent, Ralph B. Baker, all except the school nurse having been engaged. It is expected that the one remaining vacant position will be filled during the next week.

Half of the teachers for the coming year will be new to Farmington schools. By a co-incidence, the opportunity room teacher bears the same name as the teacher of last year, Miss Winnifred E. Thomas succeeding Mrs. Thomas, who was in charge during the 1927-28 terms.

The school buildings are being renovated and in part redecorated in preparation for the re-opening of school in September.

Superintendent Baker is at present attending summer school at the University of Michigan, and expects to be in Farmington after August 15 to assume his new duties.

The personnel of the school faculty is announced by Mr. Baker as follows:

- \*Ralph B. Baker, superintendent.
- \*A. B. Crawford, principal.
- Fernando Brethour, history and coaching.
- Lois MacKeller, English.

- \*Alice Miel, Latin and French.
- \*Emma Hyde, home economics.
- Dorothy Ingalls, public speaking and English.

- \*Edward C. Eaton, mathematics and science, orchestra.

- \*Lynn M. Rohrer, commercial.
- Leola Lockwood, music and art.
- Curtis Hall, junior high principal.

- Eldora Rudberg, junior high assistant.

- \*Mr. Brishbee, sixth grade.

- \*Miss C. Halstead, fifth grade.

- Jean Heaton, fourth grade.

- Doris Ackland, third grade.

- \*Josephine Roe, second grade.

- Margaret Campbell, first grade.

- \*Joan Wodergem, kindergarten.

- \*Winnifred E. Thomas, opportunity room.

- \*Mary Lawson, librarian.

- School nurse, not yet secured.

- \*New Teachers.

## POLICE WHISTLE AND WRECKER DO WORK FOR BOYS

### Sunday Motorist Obey! "Law" And It Costs Him Two Dollars

Two boys who operate in Clarenceville have a new and profitable "stunt" is expected, following a report to the police by one of the thousands of motorists who travelled down Grand River avenue Sunday.

Leland C. Hunt of 113 Florence street, Pontiac, reported to the police that while driving on Grand River in Clarenceville, he heard a police whistle. Hunt drew his car to the side of the road, and was so eager to get out of the way that his car went into the ditch, on the north side of the road.

Immediately Hunt told police two youths appeared with an old Ford "wrecker," and offered to pull his car out of the ditch for \$2.00. And, the police report concludes, "they did."

## PULLING DOWN A TREE STARTS FIRE AT THE JUNCTION

### Electric Light Wires In Path Of Tree Broken; Chemicals Put Out Blaze

Pulling down a tree that stood close to the barbecue stand operated by Harry Newcombe at Farmington Junction Tuesday morning caused a fire that called out the Farmington department.

In the path of the tree were electric light wires, strung nearby, and efforts to prevent the tree from crashing failed. The wires were broken and fire started in the building.

The flames were gaining rapid headway when chemicals were brought into play and the fire extinguished, a short time before the fire-truck arrived.

## Little Hope Is Held For Grand River Widening

### Demands Of Frontage-Owners Block Right-Of-Way Work; State Man Leaves

With the construction season Farmington and in the City are rapidly passing, hopes for the widening of Grand River road to waning. Frank pessimism has replaced the optimism prevalent a few weeks ago, and with the transfer from this territory of the State's right-of-way representative, much of the hope held out for early action has passed.

Difficulties in obtaining releases of frontage caused delay and finally the transfer of Charles Newton, representing the State, to a different territory. Mr. Newton was assigned to obtain releases on the newly-approved M-24 highway, and there is now no State representative at work on Grand River.

Although the increasingly apparent difficulties of the past few weeks brought gradual discouragement, there were still hopes that the south side at least of the proposed wider Grand River could be built this year. Now it is conceded that only an unexpected turn of good fortune and the most favorable weather could bring any such development to pass.

Consideration of the situation by State officials has brought the matter straight back to the property-owners along Grand River. In speaking of this angle of the problem at the Farmington Exchange Club Wednesday, Road Commissioner Isaac Bond, who

## PAVING GRAND RIVER "WOULD BANKRUPT US"

Discussing the prospects for, and mainly against, the widening of Grand River road, and in Farmington, a prominent citizen of the City declared that if the State did not build the proposed new highway, the City would have to do it.

"And," he exclaimed, "if we had to build that road, it would bankrupt us."

worked on obtaining releases, said:

"We discussed the situation with State officials, telling them many matters stand. They come back with this question: 'You have told us the people down there wanted us to widen Grand River—now where are they?' That put us in an embarrassing position, for we had no answer. We have to admit that many of the people apparently don't want Grand River widened."

The crux of the situation seems to lie in the fact that under usual circumstances, the number of releases already obtained might or might not determine the State to go ahead with plans and condemn the frontage not released.

That some State officials incline toward an alternate route, and would favor proceeding with Grand River only if a very large percentage of all frontage were released. The demands of many frontage-owners has, it is thought, strengthened the contentions of the State officials referred to, that the present Grand River is not the best place for the wider road.

Numerous instances of property-owners making what are considered unjust demands are reported. The owner of a 40-foot lot facing on a side street, and adjoining a Grand River lot on the rear, was asked under the purpose being to purchase her property and turn it over to the Grand River frontage-owner in lieu of his frontage. She is reported to have asked \$3,000 for the lot and a four-room house, the actual value being estimated at no higher than \$3,000 at the utmost.

When this owner was advised that the State might buy the Grand River property outright and leave a vacant strip 23 feet deep between her frontage and Grand River, it is reported, she asked whether she might be favored by the State of the 23 feet.

Other instances were reported of frontage owners asking \$100 per foot for frontage about 20 feet in depth, plus all costs for removing buildings or other necessary work.

While these instances were reported east of the City limits, difficulties have been about the same both in the Township and City, it is reported.

## Ending Of Freight Service Postponed Until Sept. 15th

### Protest Of Grand River Section Business-Men Brings Respite By D. S. R.; Replacement Of Rails Cause Of Order

A delay until September 15 was obtained Wednesday in the enforcement of an order prohibiting the hauling of freight over Grand River avenue tracks of the Detroit Street Railway, which threatens to shut Farmington, Redford and adjacent territory off from facilities that have been used for 30 years. The order was to have been effective Friday night.

## Thirty Days' Respite Given On City Taxes

Good news for taxpayers of the City of Farmington! With the date for percentage penalties drawing near, the "city fathers" decided to extend the time for payment without penalty to September 1.

Under the original arrangement an extra one per cent was to be collected after August 1. Acting Mayor Carl Hogle made the announcement of the extension in the absence of Mayor W. D. Butterfield.

## Fire Alarm Sent In For Burglary

### Man Attempts To Enter Hogle Home On Grand River But Is Frightened Away

Efforts of a would-be burglar to enter the home of James L. Hogle at 380 W. Grand River Farmington, early Sunday morning, resulted in the turning in of a fire alarm that aroused many citizens and members of the fire department. The intruder escaped James Hogle, Jr., was awakened by a noise at his window. Looking out, he saw that a man was attempting to remove the screen to obtain entry. He arose and went for aid, arousing others in the house.

A call was sent in for the police and the telephone operator on duty, who was new to the position, apparently pushed the fire alarm button instead of the police call-button. The single blast awoke many inhabitants.

The man who had attempted to enter the Hogle home meanwhile escaped, leaving no clues. Police are puzzled as to how he was able to make the ascent to the second-story window.

## MAN'S EYE NEARLY CUT OUT IN AUTO ACCIDENT IN CITY

### Front Wheel Of Car Caught In Car Track, Machine Hurdled Against Pole

The dangerous road condition on Grand River avenue in Farmington caused a serious accident Sunday when the wheel of an automobile was caught in the car tracks and the car wrecked. One man was seriously injured.

Charles Kosons, 21, 304 Waterman avenue, Detroit, was driving east on Grand River avenue, and attempted to make the crossing in front of the lumber yard. The left front wheel of his machine was hooked into the track, and the car hurled to the south of the road, into an electric light pole.

Ernest Froelick, 21, of Detroit, who was with Kosons, was severely cut by flying glass, one of his eyes nearly cut out, according to the police. He was treated by Dr. H. E. Boice, and later sent to a Pontiac hospital for further care. A piece of glass several inches long was removed from his head after the accident.

John Rolando of Detroit paid a fine of \$100 for drunken driving following an accident on the 12-Mile road west of Halsted road Sunday, when his car collided with that of Axel Niskanen. No one was injured.

### Plan Farmington Operetta

An operetta to be given by local talent of Farmington will be sponsored early in the fall by the Farmington Woman's Club. It is expected the operetta will be presented the second week in October.

The decree which created dismay among business-men of the entire Grand River section appeared last Friday morning, when notice was given all large users of freight shipments that service would be permanently discontinued one week hence, or on July 27. Among those receiving notice in Farmington were the Farmington Lumber and Coal Co., Turner and Clark, and Farmington Mills. Dozens of other concerns, some of them large ones, along Grand River in the City received similar notice.

A committee was hastily formed and waited upon Acting Mayor John C. Nagel of Detroit Tuesday, asking a respite. Carl Hogle and Leo Gildemeister of Farmington attended the conference, and there were also present representatives of Grand River and Redford business-men, and railroads shipping over the old D. U. R. tracks.

The hearing was followed by a committee meeting Wednesday, at which the delay was decided upon. In the meantime, attempts will be made to avoid the proposed continuance on September 15.

### Paving Starts It

A detail of minor importance brought the matter, which is of vital concern to this section, into the foreground. Freight has been hauled from the Pere Marquette tracks along Fullerton avenue to Grand River, thence out Grand River to Redford and Farmington. Practically all of Farmington's coal, lumber, and other supplies have been shipped over the route.

Plans are under way for the paving of Fullerton avenue, and the removal of the old tracks on that street was ordered, to permit the paving. This, however, proved the first manifestation of the difficulty, for it was quickly learned that the Detroit Department of Street Railways is planning to lay new rails and pave between the tracks along Grand River between Meyers road and Redford. The new rails planned would be of the express passenger car type, and unsuited for carrying freight, because of lighter rails and shallow flanges.

The D. S. R., it is understood, contends that their business is passenger service exclusively, and further, that it cost \$95,000 more to lay the heavier type of rails suitable for freight, than for the passenger-car type. Inasmuch as the D. U. R. has handled the freight, and its patrons are not patrons of the D. S. R. the latter body appears to be opposed to providing freight facilities. The D. U. R. franchise, under which that company has hauled freight, expires August 3.

D. S. R. officials are said to have stated in the past that there was some objection to freight-haulage through the city.

### Two Routes Suggested

Two alternate routes have been suggested, one from Northville to Farmington and Redford, and another from Orchard Lake down the old D. U. R. line to Farmington Junction and Redford. Neither of these plans has met with enthusiasm among the business-men, because it is felt that freight haulage either way would be brought into a non-competitive area, with resulting higher rates, and necessarily higher prices to consumer. Part of the Farmington-Northville tracks are also said to have been removed.

A committee of the merchants was selected to work with Del Smith, general manager of the D. S. R., on the problem.

Members of the Farmington Exchange Club considered the difficulty Wednesday noon, but deferred action until more developments appear.

John Fitzpatrick has joined Mrs. Fitzpatrick and children at Lake City where he will spend his vacation.