

The Farmington Enterprise

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Editorials

Right Through "The Red"

On Monday evening the Farmington City Commission voted to engage an officer for daytime duty. It was only after due deliberation that the Commission voted this outlay of money, \$1,800 a year. The Commissioners believe that if one child's life is saved, or if one injury is avoided, the expense will be well justified.

Thirty-six hours later, on Wednesday morning, just about the time school was opened, a cavalcade of automobiles with banners swept through Farmington, rushing past "red" traffic signals and through the business section at 35 or 40 miles an hour. Beneath the traffic light a State officer sat on his motorcycle, to see that the "party" got through the red lights without any trouble.

This business of hundreds of convention, picnic, "outing" and other parties getting State police "escorts" to hustle them along the highways in complete disregard of the safety of others, adults as well as school children, has already gone too far. From observation on Grand River avenue alone, it would seem that almost anybody who "knows anybody" can obtain this sort of favor from the officials. What is one or two or a half dozen State police officers' time for a day, anyway? And if anybody else is in a hurry—well, this is our convention, and everybody else please clear off the highway for five or ten minutes while we pass by.

This seems to be the attitude "when good fellows get together," and apparently those who run our State police department agree that the members of almost any club out for a good time have more rights than a child on the way to school, or an individual citizen on his way to business. This, too, in spite of the fact that as everybody knows the "good time" bunch has more time to waste at that particular moment than the others who are forced to step aside for them.

What good will it do communities like Farmington to dig down in their pockets to protect their children when the "higher ups" detail State police to protect every this-and-that organization in breaking the law? And when it comes down to law, have the State police any right whatever to give these "parties" permission to break the law by running past "stop" signals?

We cherish no delusion that this sort of thing can be stopped altogether, in Michigan or anywhere else. But we do think it is high time to put a strict curb upon it. And with no delusions, either, as to the supposed power of the press which stands in the back of our office, we propose to do what can be done by one insignificant newspaper—or at least, find out what our State officials think about it.

'Haggerty Highway'

A glance at the map of eastern Michigan shows in a moment the reasons for the proposed Hag-

gerty Highway, and also the unquestionably great extent to which that highway will be utilized in the near future.

Industries in Detroit, and throughout Michigan are off the main east and west highways of America. In fact, at least one learned economist has declared that Detroit, however much it may develop, is not so advantageously located as to be able ever to compare with Chicago, and further, that even Cleveland will eventually outstrip Detroit in importance, because the latter city is on important east and west transportation lines, and Detroit is not.

However that may be, it is a fact that Detroit and eastern Michigan industries are much concerned in easy access to the east-and-west transcontinental highways. Hence the building of Telegraph road, as a short-cut to Toledo for vehicles whose drivers wish to escape Detroit traffic. And hence the proposal to build "Haggerty Highway," which will do on a larger scale what Telegraph road is doing now—provide a by-pass around Detroit.

The new road will be very much of a short-cut for every south-bound vehicle starting north of Clarkston, where the new road will join the Dixie Highway. The automobile companies located in Flint, with their thousands of cars driven away each month bound for the west, the east, and the south, will alone provide sufficient traffic so that the new road will effect a very large saving in gasoline and drivers' time. It is not hard to believe that Haggerty Highway may some day be one of Michigan's greatest.

Fancy—And Fact

J. Ramsey MacDonald, prime minister of Great Britain, is visiting President Herbert Hoover in Washington in the interest of world peace—and a new world outlook. In Detroit, at the Wilson Theatre, "Wings Over Europe" is also developing the idea of a new world outlook, through the mind of a young genius who succeeds in solving Nature's secrets so that the whole world could be regenerated by the touch of one of his fingers—which could, by a similar touch destroy the entire Universe.

There is no connection between the visit of Prime Minister MacDonald and this play—but those who witness the one are impelled to ponder more deeply on the other. For it is quite possible to believe that the visit of England's leader may have a great deal to do with the future of this world.

The idea of a man able to destroy the entire earth in a moment is still rather fantastic, of course. And yet does it differ so much from the actual conditions today, in ultimate effect? New weapons, explosives, gases that we know little about have, it is reported, been developed, powerful enough to destroy whole cities, if not whole countries. And unless there quickly appears something more firmly founded than any present "safeguards" against war, the idea of

"Wings Over Europe" may become more real than fantastic. Instead of one man destroying the Universe, the nations will simply destroy each other. Or rather, one nation may succeed in destroying all the rest, and then, finding itself in a desolate world, go down to destruction itself.

Passing Of A Thrill

Here is a development about which something really ought to be done.

The Central Vermont railroad has announced that hereafter its passenger train conductors will not cry "All aboard—" or wave lanterns to signal to the engineer. All signals will be passed mechanically, from the cars; and he colorful shouts and lantern wavings of railroad tradition will be no more.

Railroads being what they are, other lines no doubt will imitate this practice, until in all the United States there is not one that clings to the old custom.

Probably it's being done in the interest of efficiency and all that sort of thing, but it's hard to see. One of the chief thrills of "Hill-top" is boarding a train, snuggling into a seat, listening for the long drawn entralling chant of the conductor—lengthened out with a sharp upward inflection at the very last—watch the red lantern swing high in the air, and settling down for the first gentle jerk of the moving train.—Exchange.

THE DAYS OF SPORT

As cool autumn days grow more frequent, the football star begins to go into the ascendant. Figgins replace tennis and baseballs, and ambitious school youngsters throughout the nation begin the running, punting, and passing practice that produces sterling players and trained teams.

The natural urge to activity and athletic action that Young America expresses in its games and contests has no more encouraging symptom of the physical and mental well being of youths than participation in sports such as football, basketball, track and baseball. Rather the hope is to be expressed that an even larger number of students, including particularly children whose physical development has been backward, will take part in competitive athletics.

A note of warning is to be sounded, however. Before adolescent youths are permitted to try for athletic teams, each should be given a thorough medical examination to insure bodily competency for life long ill health or premature deaths are likely to be the consequence of unsupervised participation. Tuberculosis is just one of the diseases that frequently follows in the wake of athletic activity of the body. Yet the history of sport is sprinkled with the names of great players, such as Christy Mathewson, Hughie Jennings, Urban Shocker, and Joe Gans, who broke down from this disease, many of them at the height of their careers. Similarly numerous are the untimely deaths among athletes caused by other preventable illnesses. Long training seasons, undue exertion, and a continued strain upon body and mind are sufficient to weaken the strongest of bodies belonging to the greatest of athletes.

When fully developed athletes die from a cause directly attributable to disregard of the laws of health, how much more likely it is that adolescent youths taking part in athletics without supervision or restriction, will suffer a breakdown. Mere appear-

ance cannot be taken as an accurate yardstick wherewith to measure physical fitness. Distressing heart and lung conditions have frequently been found by members of the medical staff of the Michigan Tuberculosis Association in examination of children whose health, from outside appearances apparently was of the soundest.

Athletic competition, to be sure, is highly commendable and worthwhile, but it should be undertaken only with the guarantee that the delicate human machinery will not be shattered. A thorough

medical inspection will provide the necessary safeguards.—Exchange.

REMAINS VILLAGE

Rochester expressed its determination to remain a village last Monday, by rejecting the city-manager form of government 581 to 47. Votes on the \$72,000 bond issue for extending storm and sanitary sewers, split nearly even; there being 286 for and 287 against the issue. A two-thirds vote of 388 were necessary to carry the proposition.—Rochester Clarion.

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