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Clipped From Other Newspapers

In The Ash-Can'
(onia County News)

In a recent series of articles Dr. Glenn Frank, president of the University of Wisconsin, discussed some of the laws which he believes underlie a thoroughly modern education. Coming from such a distinguished source, they are worthy of serious consideration.

able, of course. For those who go to college merely to be able to say that they have gone to college it is a waste of valuable time.

As Dr. Frank very truthfully says: "We cannot prove that a college education guarantees a big income, or that it makes us happier men or women. Most of the old arguments for college education are in the ash can."

One-Fifth Of Our Earnings
(Leslie Republican)

The tremendous increase in public expenditures in recent years menaces the national pocket-book.

Fifteen years ago one-fourteenth of the national income was devoted to the purposes of government. Today about one-seventh of our income is spent for these purposes. Public expenditures have been increasing at the rate of \$500,000,000 a year and now totals \$13,000,000,000 annually, or more than \$40,000,000 for each working day.

It is forecast that unless the people check governmental expenditures they will soon consume one-fifth of our national income. The tremendous amount of waste, incompetence and duplication of effort in governmental activities, is a sad burden on American prosperity.

ADVISORY SYSTEM
Ann Arbor—Fallouts of new students who in the past have been abruptly transferred from the familiar atmosphere of high school and home town to the hurry and strangeness of college life, are expected to be greatly reduced by the broad plans made by University of Michigan officials for the adjustment of freshmen to their new surroundings. At the University of Michigan the methods used include "Orientation Week" during which new students meet before the regular school year to get acquainted with Michigan customs and with fellow freshmen, and to take a number of physical and mental tests; later, help and advice from the Counselor of New Students, and in recent years, visits to the University by high school principals.

These College Graduates
What's the matter you look so discouraged
Oh, it's just toil, toil forever with one.
Well, I began the first of the week.
Try an Enterprise Linner.

Editorials

Worth Fighting For

The meeting of Farmington citizens Monday night to discuss the problem of the Grand River car tracks was conspicuous for the absence of certain very important things—facts and figures regarding the service, just exactly what might be expected to take its place in the event the rails are removed, and definite information on the experience of other communities where the same problem has arisen.

Undoubtedly all present, both those who expressed opinions and those who did not, are holding their minds open until after the committee reports next Tuesday night. In regard to the most important element of the situation, that of what we may expect in the future in case the rails are taken up, it is unlikely that the committee will be able to present anything more definite than ideas in the minds of officials of the present moment.

In this regard, it is of the utmost importance that we do not fool ourselves, or allow ourselves to be deluded, by suggestions as to what kind of transportation might be provided, or the predictions of officials as to what they might recommend.

The passenger service is of least importance, yet it would be well to look cautiously upon the suggestion that the Detroit Department of Street Railways would provide buses and run them out to Farmington "the day after street car service stops." Especially is this true in view of the fact that the only bus service which the department has at present on Grand River is a morning-and-evening deluxe (higher fare) service. Still more doubtful, even fanciful, is the suggestion that the same Department would go outside the city limits to erect poles and overhead equipment and establish a trackless trolley service, with which it began experimenting only a few months ago on one short line along Plymouth road. It is a pleasant prospect, indeed, but so far beyond sound reason, within the next half dozen years at least, that it is an illusion which ought to be dispelled right now, lest those who cherish it be sadly disappointed later on—and the rest of the community as well.

But of far greater importance is the freight service. One wonders if the State Highway Department realizes fully that Farmington's situation is an unusual one, that removal of the car tracks will leave us without steam-road connections at all—and what this means to the community. Were it not for this factor, the problem would be much easier—and the street car tracks might have passed long ago. With all due credit to the motor car and motor truck, we have no definite assurance that heavy materials, lumber, coal, oil, and the like, can be trucked to Farmington for a price as low, or nearly as low, as it can be brought in over the rails. Trucking firms may even promise or contract to do so, and in the utmost good faith, but it must be remembered that trucking business, with all its tremendous growth, is still largely being guessed at, as to costs and profitable operation. Farmington knows now what it can obtain its coal freight for, over the rails. It does not know what trucking those materials might cost in the future. To exchange a certainty of the present for a probability or estimate of the future might prove disastrous. It should be remembered that if the change were unfavorable, not the seller of those commodities, but the consumer, would pay the price.

If we may judge from reports from other communities, which have given up or lost their trolley tracks, all seem to indicate that those communities would give a great deal to have them back. Northville, for instance, three times the size of Farmington, is said to be struggling along under the handicap of two-hour motorbus service. In this connection, it should be borne very sharply in mind that if the tracks are allowed to remain on Grand River, and it should develop some years hence that they are no longer an advantage, it will always be possible to take them up and get pavement laid in their place. But on the other hand if the tracks come up now and concrete goes in, and we later discover it was a mistake, we may wish and wish in vain—the tracks are gone forever. It is something to ponder carefully before making up one's minds or banking too surely on any guess for the years ahead.

For the freight-service alone, (which facts gathered by the committee since Monday night indicate to be of sufficient volume to provide a profit), it is worth-while that the tracks remain. If they are in the way of the 40-foot strip of concrete between the Junction and the Cut-off, the north track might be taken up and the south track, which is not in the way, allowed to remain. Since the junk value of the road is placed at \$15,000, the leaving of one track ought to entail an expense of not more than a little over half—perhaps \$10,000 at the outside. And in this respect, it seems inconceivable that the State Highway Department, which has spent hundreds of thousands of dollars, even millions, (part of the money supplied by Farmington) for the removal and re-laying of the Grand Trunk tracks on Woodward avenue, could with any kind of conscience refuse to invest a few thousand dollars to save Farmington its only connection with the great freight systems of the country. The State Administrative Board's action many months ago, in approving the program of not only re-locating the tracks but setting them in concrete, is worth remembering in this respect. What has happened since to change the State Highway Department's attitude one does not know, but Farmington will at least be justified in fighting with every resource at its command for the investment of this few thousands of dollars to keep its freight service, holding both tracks if possible, and only one if need be, but to keep itself from being isolated, dependent only on vehicles with gasoline engines and rubber tires.

Around the Home
By MARGARET BRUCE

"Can Do"

The Chinese have a characteristically brief and monosyllabic expression which some of us might do well to adopt, especially in times of emergency—"Can Do!"

There are many occasions in a busy housewife's life when it does seem as if she could not do the tasks that lie before her. Physical weariness, the pressure of many duties coming all at once, lack of the special knowledge demanded, all these may make the burden seem too great to be borne and the temptation to give up is hard to resist. But if the trite, railing that the success of the home rests upon her, "can do."

I know a young mother who saved her baby's life by whispering the phrase over and over. A friend returned from China had told her of the words, and she remembered them in a critical moment. In trying to move a very large bookcase so that she might sweep behind it, she jerked it around so suddenly that it toppled forward—top-heavy thing that it was—and started to fall. Her creeping baby sat playing on the floor directly in front of the bookcase! Bracing her slender body and slim uplifted arms against the great piece of furniture, she called for help, and almost immediately heard swift footsteps coming down the stairs to her aid. Even so there were several minutes during which her child's life was at stake. Could she hold the heavy case back until help came? Could she stand to pray, but the words that came to her agonized mind were: "Can do—can do—can do!" And from some source deep within her mother-love came the phenomenal strength required.

"We women must be ready to face sudden demands upon our presence of mind, our ingenuity, our strength and courage. Crises come in every life—ordinary when we must exceed ordinary ability. Even more difficult, perhaps, are the times of petty discouragement, when there is not the great imperative need to act. But the same strength and endurance are available always, and if we will for ourselves and assert our mastery over the adverse condition, we "can do!"

Milk for Damages

A salesman and his wife were making a hurried automobile drive. On a very narrow road a cow was placidly parked. No amount of tooting of the horn could persuade the animal to give the travelers room to pass. The husband proposed to "beat the cow from the road, and, resigning to the car much perturbed, said: "That cow has delayed us and I'll probably lose the sale."

"If I were you I would milk her for damages," suggested the practical wife.

Christmas Tree Bugaboo

The question is often asked if the Christmas tree custom is not a wasteful drain on our forests, says the American Tree association. Foresters reply that the Christmas trees used by every person in the land could be grown on a few thousand acres of land and that their use has practically no effect on the present drain on our forests. Growing trees for the holidays is becoming an important industry.

TRY THIS

By EDNA PURDY WALSH

Home Uses for the Letter File' THE letter file is more substantial and useful than it looks. Its joints defy great heat and pressure, and it therefore makes a good tray for the kitchen in baking custards and potatoes.

All these articles may be put into the tray—the different individual custard cups and potatoes, together, and then put into the oven with one motion. There is not so much danger of burning in removing the different articles from the oven, as they can all be removed at once.

The letter file makes the perfect spinach washer. Many people go without this valuable food element



because of its hard washing. If it is put into a letter file and held under running water, the grit is readily loosened without the individual handling of each stalk.

The letter file also makes a quick cake cooler, as the air space underneath is large and the cake does not fall or become soggy from too slow cooling.

It makes a good tray for holding fresh vegetables so that plenty of air can be circulated around them to keep them from spoiling.

Popular Medicines on Sale in Mexico City

Although clinics are opening everywhere throughout Mexico City every market still has its stalls where popular medicines are sold. "There are flowers called "the Hands of God," which are put in alcohol, and the alcohol is then rubbed on the chest for heart trouble. They are the size of a small child's hand, a bright red, glistens in their actual resemblance to a long, thin, human hand, even to the four fingers and short thumb, all of which have little tips like finger nails. On the back of the hand, which is bent and cleft in shape, there is a honey outline which bears the pollen. The flower comes out of five thick green leaves shaped like a tulip. It is beautiful, but very delicate.

Another mild medicine which is very popular is tea brewed from the leaves of the orange tree. It is said to be good for the nerves. The centers of the medicine stalls are piled with dried bones of all kinds, strings of vertebrae, antlers of deer, the shells of turtles, dried starfish and anemones, plus all kinds of fruits, herbs and dried flowers of every description. The flowers are spread out on the roofs to dry, much as our grandmothers spread out sweet clover to make pillows for the linen chest.

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