

The Farmington Enterprise

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EDITORIALS

Here Is A Story . . .

a sad story of the Jeffries of Detroit trying to keep up with the Joneses of Los Angeles.

Keeping up with the Joneses anywhere, anytime, is sad business, because it usually ends in a flop. It is even more so when it involves cities, property and people.

According to reports, Detroit, in its race to keep up with Los Angeles, has let hints drop that they want new territory in Oakland and outer Wayne County. In fact they have let the hints drop hard enough to make headlines. They make no bones about it — they want to hold fourth place in population of the cities of the United States. They want to keep up, in fact ahead, of expanding Los Angeles.

The sad part about it is that to date at least, no other reason except keeping up with the Joneses has been given for the proposed annexation of this outlying territory. Most of the people in the western part of Wayne County bordering Farmington Township, which is being eyed, came out here to get away from the city. They came out here for more room, lower taxes.

Farmington, like other cities on the southern border of Oakland County, is proud of its history of individual growth. These cities are proud as Detroit is proud, and anxious as Detroit is anxious, to build.

Fortunately a lot of water will go over the dam before, if at all, Detroit expands into Oakland County. But it is a trend to keep ever in our minds. Farmington, if it is to remain a clear and distinct community, must increase its services to its people as fast and as efficiently as possible. It must encourage and build an independent and progressive business and trading center.

It is the only way to add "They lived happily ever after" to an otherwise sad story.

Our Children . . .

were born to live — let's give them a chance. In your hands rests the responsibility.

This week our children will be streaming back to school. Our streets and sidewalks will be filled. Take it easy. You can't afford to take a chance. You may hold the balance between life and death.

If you don't think so, read the newspapers, listen to the radio. Every day, somewhere, somehow, children die. It might be you — it might be your child. Think a minute — how would you feel?

Is it worth a minute — is it worth showing off? Take a minute more and save a life. Driving is serious business — a life and death matter — make it life, not death.

Remember all Farmington streets will be caution zones in the morning between 8:00 and 9:30, and every afternoon between 3:00 and 5:00. Use special caution during these hours. Slow down in the school zone. Stop behind school buses when they are taking out and letting off children. Watch for children darting out from between parked cars, or playing near the street. Slow up when you see children walking along the highway. In other words, "Watch out." You may get by once or even twice — but remember you are playing with death when you forget.

Make safe driving a habit. Let our children live!

Latest Hot Tip . . .

from the old debunkers' mill is that Christopher Columbus was just spoofin' Queen Isabella when he said he had discovered a new island to the West.

According to the debunkers he didn't wander all over the ocean looking for South America. He knew it was there and the reason — because he knew the guy that was there first. So, according to this doubting clan, Columbus was a lot better fibber than he was a discoverer. In fact, he didn't discover at all.

Who knows — in a few centuries or more maybe one of these probers' descendants will run onto an aged, stained document saying the United States wasn't even in World War II. There are already a swarm of slightly pink to scarlet red debunkers who say we sure didn't do anything to win it.

Churches

SALEM EVANGELICAL CHURCH
"The Church on the Park"
Rev. Carl H. Schultz, Pastor
Ruth Hick Hammond, Organist

Morning Worship Service, 10:00 a.m.
Sunday School, 11:15 a.m.
Youth Fellowship, 6:30 p.m.
OUR INVITATION
I love to come to this still place,
Where deeper peace is always found,
To kneel as though on holy ground,
And feel my Master face to face
I do not know how I could live
If there were not this refuge sweet
Where I could linger at His feet
And He to me sweet healing give.
WELCOME

FIRST METHODIST
Rev. A. Stanley Stone, Minister
10:00 a.m. Sunday School
11:15 a.m. Morning Worship
11:15 a.m. Junior Church and Nursery
Youth Fellowship, 6:30 p.m., Sunday
Thursday, 7:30 p.m. Choir rehearsal at the church.

FARMINGTON GOSPEL ASSEMBLY

William Grace School
Rev. Orrville J. Windell, Pastor
Sunday School, 10 a.m.
Morning Worship, 11:00 a.m.
Sunday Evening Service, 7 p.m.

CLARENCEVILLE METHODIST CHURCH
Cambridge and Grand River
Farmington, Michigan
Elsie A. Johns, Pastor

Sunday School at 10:00 a.m.
Morning Worship at 11:15 a.m.
the pastor preaching.
Midweek Youth Fellowship at 6:30 p.m.
Evening Worship at 7:30 p.m.
Midweek Prayer Service on Wednesday evenings at 7:45. Good song service. Fine testimonies. A happy fellowship.

WEST POINT PARK CHURCH OF CHRIST
J. Scott Greer, Minister
Bible Study, 9:45 a.m.
Sunday Morning Worship, 11:00 a.m.
Sunday evening Service, 7:30 p.m.
Wednesday evening Prayer Meeting, 8 p.m.

OUR LADY OF SORROWS
Rev. Thomas P. Beahan, Pastor
Sunday Masses: 6:30, 7:30, 8:30, 9:45, 11:15 and 12:30.
Holy Day Masses: 5:30, 7:00, 8:30 and 9:45.
Daily Masses: 6:30 and 8:00.

COMMUNITY METHODIST CHURCH
Rev. Fred Andrews, Pastor
Services held in Pierson School Seven Mile, East of Farmington Rd.

The Community Methodist Church are holding their services in the Pierson School located at Seven Mile Road east of Farmington Road. Church services, and Sunday School classes will be held simultaneously from 10:00 to 11:00. Nursery school for children under three. Everyone is welcome.

CHRISTIAN SCIENCE SOCIETY
23701 Cass Avenue
Farmington

11:00 a.m., Morning Services and Sunday School.
8:00 p.m. Wednesday Evening Testimonial Meeting.
Reading Room: Hours, Tuesday and Saturday, 1:00 to 4:00 p.m.
ALL ARE WELCOME

NOVI BAPTIST CHURCH
M. J. Remeln, Pastor

Sunday Church Services at the usual hour. Morning, 10:30; Evening, 7:00 (Youth Service) and 8:00 o'clock. Special music and speakers.

Wednesday, Prayer Meeting at the church, 8:00 p.m.

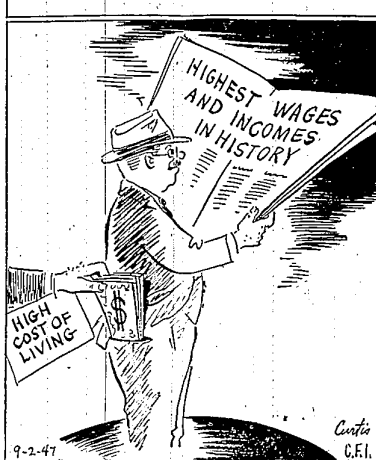
ST. PAUL'S LUTHERAN CHURCH
Midchell at Eight Mile Rd.
E. L. Stumpff, Pastor

Sunday School meets at 9:30 a.m. Divine Worship at 10:45 a.m. Lutheran Hour broadcast over CKLW at 1:30 p.m.
Open house for tastes of beauty lunch, let me enter there, Where my soul in joyful wait
Waits for Him who answers prayer.
O holy blessed is this place,
Filled with solace, light and grace!
We welcome you to worship here.

FIRST BAPTIST
"The Friendly Church"
Rev. Fred B. Fisher, Pastor

Morning Worship at 10:00 a.m. Message. "When Christians Were First Called Christians." Communion Service.
Sunday School at 11:45 a.m. Classes for every age.
Junior, Senior, Adult Unions at 6:30 p.m.
Evening Service at 7:30 p.m. Message, "A Judgment of Worms".
Monday, Boy Scout Troop 7 at 7 p.m.
Tuesday, Brownie Scout Troop 4 at 3 p.m. Girl Scout Troop 7 at 4 p.m.
Wednesday, Midweek services at 8 p.m.
Friday, Choir rehearsal at 8 p.m.

THE PICKPOCKET



Washington Digest

Chief Executive Zealously Guarded By Secret Service

By BAUKHAGE
News Analyst and Commentator

WASHINGTON — When President Truman finally announced that he was going to Brazil, he was immediately asked if he contemplated any trips across continental United States. He answered in the negative.

A reporter piped up: "This year or next year?"

"THIS year," the President replied.

That gave the White House press and radio conducted a short interlude of laughter. For the reason that whenever a president is forced to drop his role of chief executive to assume the functions of candidate it is funny. Frequently it isn't funny for the candidate, especially when he has been used to the respect spontaneously and (except in election years) almost universally, tendered his office.

A presidential trip may be, in many cases, fun for the President, but it isn't much fun for a lot of other people. Not that all Presidents have had easy traveling. It was an ordeal for the early heads of the nation just to get home in the stagecoach and tavern days. President Garfield was shot in a railroad station; McKinley was killed by a half-mad anarchist on a trip to the Pan-American Exposition in Buffalo; Harding died in San Francisco on his way back from a swing-around that had taken him to Vancouver, Canada; Wilson suffered a stroke in his Pullman; Theodore Roosevelt was wounded while he addressed a meeting on a visit to Milwaukee. Furthermore, it has been recently revealed by the head of the secret service, Mike Reilly, in his book "Reilly of the White House," that Franklin Roosevelt, nearly cracked up in Malta, and might have been assassinated in a park in Miami had he not leaped out of his car to take a telegram (Mayor Anton Cermak of Chicago was killed and four other persons wounded).

STAYED WITHIN
Up to Franklin Roosevelt's time, Taft was the most traveled of presidents, and in 1901, worried all the constitutionalists (unfamiliar with the Constitution) by visiting the Canal Zone. However, he was scrupulously careful to stay on board the American warship, which touched only American soil. It had been considered an unwritten law since George Washington's time (he

had refused to enter Rhode Island until it was admitted to the Union) that a president in office couldn't leave the country. When Woodrow Wilson went to Paris and Vice President Thomas Marshall had to preside at Cabinet meetings, the vice president made it clear he was of ficiating only at the request of Wilson and that he didn't consider himself leaving the country vacated the presidency.

Travel has become a president must, and Mr. Truman's trip to South America is just routine.

But it is complicated routine for a whole army of people. What these people do is little known to the public, especially the secret service. One out of every 10 of our presidents has been assassinated up to the time congress started the job of protecting the chief executive over to the secret service. Since then no president has been assassinated.

Theirs (the secret service) is a heart-breaking job, and never have the details been so thoroughly revealed to the discomfiture of some of its former colleagues as by Mike Reilly in the book I mentioned. Since then no president has been assassinated.

Of course in wartime the job was vastly more complicated, and the army and navy worked closely with the secret service. A special air alert system was designed, Reilly says, "to protect FDR anywhere in the United States."

When a spotter or watcher, either civilian or military, spotted an airplane he or she was unable to identify "any place from Greenland to the Straits of Magellan," the information was radioed immediately to the army air force headquarters at Mitchell Field, N.Y.

The information was immediately evaluated and conveyed by radio and land line to the secret service communication system where men were standing 24 hour watch. This system tied together Mitchell Field, Bolling Field, the homes, offices and automobiles of various secret service agents, field offices throughout the country, all secret service mobile units, the President's train, Shangri-La, and the President's room at Hyde Park.

PRESIDENT KEPT INFORMED CONSTANTLY
But keeping the President alive is only one activity. Keeping him in touch with his job is another. Once when a bullying congress considered President Grant while it any of his duties he performed in Washington, he replied that his business and where he did it was his own affair. Now a president's out-of-town business is a lot of people's affairs.

In wartime this signal corps detail had the mission of speeding the President's top-secret communications "from the highest level conference tables to installations in the field."
"Today," as Major McNally puts it, "wherever the President travels, the White House signal detachment continues its task of weaving deftly an intricate communications net, which enables the commander-in-chief (and, he might have added, a travel, (Continued on Page Three)



By GENE ALLEMAN

"Why doesn't the Upper Peninsula secede from Michigan and join the state of Wisconsin?"

C. W. Brown, publisher of a weekly newspaper at Oconomowoc, Wisconsin, taunted us with this inquiry. We happened to be members of a board of directors and were visiting together at the Commodore hotel in New York City last June 29 and 30. He continued: "My friends in the Upper Peninsula tell me they are not getting a fair deal from Lansing and are forever being neglected. This area is right next to Wisconsin. Its people trade in Milwaukee and other cities. It is logical that they should be a part of Wisconsin, not Michigan."

We relate this conversation because our mail has been running heavy with clipped editorials and personal comment, most of them approving our observation that the U.P. is lagging behind the Lower Peninsula in state highways and state parks.

Harold Earle, president of Blancy Park, writes: "There is no question but that the development of the Upper Peninsula has been retarded by a lack of improved highways. . . . There really is not much point in improvement of state parks until they are made accessible by good roads. Even our two main U. P. highways connecting the large communities are not yet completed."

Mr. Earle adds: "All during the most recent storming at Blancy Park have reported having to wait from two to four hours to get a boat either way between St. Ignace and Mackinaw City. Apparently, inadequacy of the ferry service is to become a common and chronic condition."

Frank J. Russell Jr., editor of the Iron Mountain News and Marquette Mining Journal, observes: "With the exception of US-41 and US-2, the U.P. has nothing to boast about in the way of good roads. For the most part the network of secondary roads is pitifully inadequate and is a deterrent to tourist travel." He proposes an Upper Peninsula highway conference for coordinated, concerted action.

Livwood L. Noyes, editor of the Ironwood Daily Globe, suggests that Gogebic and Ontonagon counties "should work together, through their county and municipal governments, chambers of commerce and civic organizations, to get action from the state, particularly on the highway situation."

Mr. Noyes concludes: "If any additional proof of neglect of highways in the western part of the Upper Peninsula is needed, it is found in the fact that Ontonagon county is the only county in the state that does not have a single mile of concrete highway. This sort (Continued on Page Three)

Looking Back Through The Enterprise Files

TWENTY FIVE YEARS AGO (September 1, 1922)

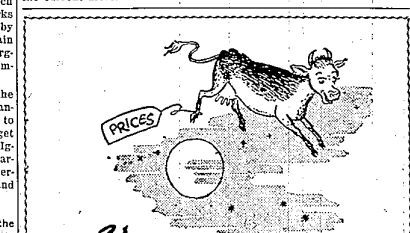
Village Wells Again Producing
The removing of a large accumulation of sand at the bottom of the big well at the water plant resulted in a fine flow of water. When the pump was again put to work the capacity of the well was found to be several times greater than it has been for a long time. The fact that the drought has not affected the well is a most gratifying one, as a possibility of serious curtailment of the water supply is removed. However this good supply does not obviate the necessity of more wells. The present wells have been in constant use for 12 years.

Community Pictures
The community motion picture programs which have been given on the town hall grounds during the summer will be transferred to the Methodist community hall where pictures will be shown every Thursday. The first indoor program will be given when that superb picture, "The Little Minister," will be shown. This famous story by J. M. Barrie has been winning new fame as a picture.

TEN YEARS AGO (September 9, 1937)
Holiday Auto Record Good In This Area
With the state's traffic toll reaching 38 during the holiday week end, including two deaths in Oakland County, no injuries from automobile accidents were reported in the Farmington area for the first time in nearly a decade. Only a minor accident occurring late Monday afternoon in which two automobiles collided at the intersection of Farmington Road and Grand River Avenue served to mar an otherwise perfect safety record.

Music School Is Near Completion
Work on the new "music school," latest addition to the Farmington school system is rapidly nearing completion as workmen this week finished decorating the walls and began finishing the floors. It is expected that the newly remodeled structure will be ready for use next week. The new addition, formerly occupied by past superintendents of the Farmington school system, has been remodeled to provide a large hall in which the band, the orchestra and individual students may practice without disturbing students in other classes.

FIVE YEARS AGO (September 3, 1942)
Honor Roll Of Servicemen Placed In Theatre Lobby
Out in the lobby at the Civic Theatre, an Honor Roll of boys in the armed services from the City and Township has been placed. The board, in red, white and blue, has been made by Charles Elkin. Mr. Elkin made the board at cost, charging nothing for the labor on it, and it makes a fine display. The bottom part of the board has been reserved to list the names of those people who buy bonds at the theatre during the current drive.



Vets: Your Bonus Dollars Will Buy More Tomorrow

Present skyhigh prices are due to take an earlward dip some day. Keep this fact in mind and hold your Terminal Leave Bonds if you can. However, if you must cash them you may do so at this bank. In that case, you will be wise if you deposit some of these bonus dollars in a reserve bank account. They will look bigger in 1950 than they do now, and they will be mighty nice to have.

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