

The Farmington Enterprise

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EDITORIALS

Goin' Modern . . .

can be good and it can be bad, especially where government is concerned.

It can be good when it serves as a stimulant, when it increases efficiency and better takes care of the needs of the people. It can be bad when it lessens community interest, when it places increased burdens on the tax payers without increased service.

There has been some talk by the people in Farmington favoring the establishment of a City Manager type of government. It is recognized as the modern trend in local municipal government.

Some may ask, and logically so, is Farmington big enough for this step? Are we ready? The Enterprise is inclined to say no, we are not ready. But, we are ready to work on it — and hard. Few realize the tremendous amount of work necessary in working out this modern trend. It takes time — and while this goes on Farmington is growing.

Before too much planning is done, the public should know what a City Manager type of government means to them. This can be best accomplished through a citizens' committee, who are not only informed, but who can assist in the actual development of this governmental structure. Much can be gained both for and against, by inquiring into city manager types of government in communities around us.

This citizens' committee program takes time, but it is better to be sure than sorry. In general, the City Manager type of government puts the job of running the city in the hands of a full time expert. It should increase the efficiency, and add to the service extended to the public. It doesn't take the government from the people, as the city still has an elected commission, who sets the policy and is responsible to the public.

In some communities it has proved very satisfactory, in others the story is different. Much of the success of such a change, however, lies in community interest and education. This is one of the major faults in our entire governmental system from cities all the way up the line. Citizens' committees, planning, learning, working, are vital steps in the program of making our entire democratic government stable and secure.

Traffic Is Terrific . . .

In the Farmington area and it is getting more terrific all the time. One glance at Grand River the past few week ends is enough.

It deserves some pretty serious thought by the experts who do the thinking about highways, safety and traffic. And the problem isn't just on Grand River, either, even though it shows a little more there. Accidents, traffic jams and pile-ups have become the rule, not the exception, of several roads in the Farmington area.

Money is at a premium, and we don't doubt that a bit, but so are lives, they always have been and always will be. So what's the answer?

Millions of dollars are being spent to educate the public on safe driving. More millions are being spent to police our highways and take care of the injured. No one can dispute that forward steps have been taken to make Grand River (U.S. 16) as safe as possible. Yet Orchard Lake Road, Farmington Road and several other roads in this area remain as reminders of years gone by.

They are unsafe even to those who know their dips, narrow surfaces, deep ditches and dangerous intersections. Money is at a premium, but so are lives. Wider shoulders, better markings, a traffic light or two, are sound investments. It can't help those who won't be helped, but it can give the fellow who wants to live a chance to keep it that way.

Increased Evidence . . .

that not all reds are out in the open got further support this week when it was disclosed that Gerhart Eisler didn't work his escape single handed.

He had plenty of Communist help, apparently. For a while the people were lead to believe that he managed the whole scheme himself. The answer should have been obvious.

But it just goes to show that like an ice berg, most of the Communists are under the water, not on top, and they will stay that way. Talk about keeping them up and in the open doesn't make sense when they are already down and out of sight.

Churches

NOVI BAPTIST CHURCH
Remond Park
Sunday Church Services at the usual hour. Morning, 10:30; Evening, 7:00 (Youth Service) and 8:00 o'clock.
Wednesday, Prayer Meeting at the church, 8:00 p.m.

ST. PAUL'S LUTHERAN CHURCH
Middlebelt at Eight Mile Road.
Rev. W. Rutkowski, Pastor
Sunday School 9:30 a.m., nursery to senior departments.
Divine services 9:30 and 10:45 a.m.
Lutheran Hour broadcast at 12:30 Sunday noon, over CKLW.

FIRST METHODIST
Rev. A. Stanley Stone, Minister
10:15 a.m. Sunday School, all grades, in downstairs rooms.
10:15 a.m. Morning Worship.
10:15 a.m. Nursery.
Youth Fellowship at 6:30 p.m. Sunday.
Thursday, 7:30 p.m. choir rehearsal at the church.

GRACE LUTHERAN CHURCH
2800 Oakwood Avenue
Corner of Imperial Hwy.
Victor F. Halbroth, Pastor
Early Service, 8:45 a.m.
Sunday School, 9:45 a.m.
Late Service, 11 a.m.

ORCHARD METHODIST MISSION
Thirteen Mile Road at Greening
10:30 a.m. Morning service for everyone.
6:30 p.m. Youth Fellowship.
Nursery for small children.

FARMINGTON ASSEMBLY OF GOD
Grand River at Middlebelt
Rev. Orville J. Waddell, Pastor
Sunday School, 10 a.m.
Morning Worship, 11:00 a.m.

CLARENCEVILLE METHODIST CHURCH
Cambridge and Grand River
Farmington, Michigan
Elsie A. Johns, Pastor
Wilma A. Hood, Director of Music and Religious Education
10:30 a.m. large, enthusiastic Sunday School.
11:15 a.m. the Morning Worship.
6:30 p.m. the Intermediate Youth Fellowship, the Wesley Adult Fellowship.
7:30 p.m. the Evening Service.
7:45 p.m. every Wednesday evening, the Prayer Service.

CHRISTIAN SCIENCE SOCIETY
23701 Cass Avenue
Farmington
11:00 a.m. Morning Services — Sunday School.
8:00 p.m. Wednesday Evening Testimonial Meeting.
Reading Room Hours, Tuesday and Saturday, 1:00 to 4:00 p.m.

CHRISTIAN SCIENCE
"Sermonettes" will be the subject of the Lesson-Sermon in all Christian Science churches throughout the world on Sunday, July 10.
The Golden Text (Matthew 6:33) is: "Thou, when thou prayest, enter into thy closet, and when thou hast shut thy door, pray to thy Father which is in secret; and thy Father which seeth in secret shall reward thee openly."

FIRST BAPTIST
"The Friendly Church"
Rev. Fred B. Fink, Pastor
Morning Worship at 10:00 a.m. Communion, with Communion Meditation by the Pastor.
Sunday School at 11:15 a.m.
Youth Fellowship at 6:30 p.m.
Evening Service at 7:30 p.m. Special music by the Youth Choir. Sermon, "Peter and the Keys."
Wednesday, Midweek services at 8 p.m.
Friday, Senior choir rehearsal at 8 p.m.

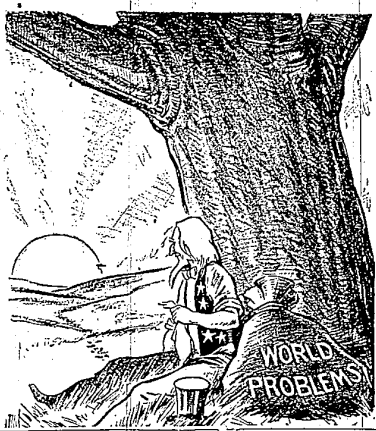
SALEM EVANGELICAL CHURCH
"The Church on the Park"
Rev. Carl H. Schultz, Pastor
Mr. A. Bolltho, Mus. Dir. & Organist.
Mr. G. C. Gildemeister, Bd. Pres.
Mr. E. Tyler, Dir. of Rel. Ed.
A nursery department is maintained during the Morning worship.
Morning Worship Service, 10:00 a.m.
Church School, 11:15 a.m.
Youth Fellowship, Sunday evenings.

Aim and Purpose of Salem Church
Help seeking people, through beautiful services, come close to God and to human comrades in worship.
Help seeking people learn the truths by which they may live brave, happy and useful lives.
Help seeking people gain strength by which they may become that which they have learned they ought to be.

Help seeking people find comfort in sorrow, courage in struggle, joy in victory.
Help seeking people come into union with Christ, their Master and Friend.
This being our aim and purpose, we invite you to "Come and See."
"Go to the Church of your choice, but go to Church."

OUR LADY OF SORROWS
Rev. Thomas P. Beahan, Pastor
Sunday Masses: 7:00, 8:30, 10:00, 11:15 and 12:30.
Holy Day Masses: 8:30, 7:00, 8:00 and 9:00.
Daily Masses: 6:30 and 8:00.

Tough Hike, and It's Not Over Yet



Washington - Merry-Go-Round

By DREW PEARSON

B-36 PROBE
The much ballyhooed probe of the B-36 is now taking an unexpected and not too happy turn — at least for the navy. The turn is so unhappy that naval reserve captain Congressman Jimmie Van Zandt, the Pennsylvania Republican who started all the B-36 furor, would just as soon forget about it.

For Chairman Carl Vinson of the armed services committee is not merely probing the B-36. He is also investigating the source of the smear stories about secretary of defense Johnson and secretary of air Symington. In other words, he is probing the delicate but highly important question of who wrote the Pennsylvania Republican's speeches.

In this connection it may be significant that the navy has suddenly transferred its press relations and propaganda expert, Rear Adm. Edward Ewen, to Guam. Admiral Ewen had served only one year of a three-year tour of duty, but suddenly he was whisked off to a distant island, far from the strong arm of a congressional subpoena.

The Vinson committee also is expected to apply the microscope to the most powerful backstage lobbying organization ever to butt-hole congressmen for a government bureau — the Navy League. Frank Hezel, president of the Navy League, now has become so vituperative in comparing Secretary Johnson to European dictators, that good-natured Bob Fleming, president of Washington's Riggs National Bank, is all set to resign as treasurer of the Navy League.

As treasurer of the G.O.P. congressional committee last year, Fleming helped raise around a million dollars for Dewey, and has no love for the administration. But he hasn't been able to stomach the Navy League's diatribes.

The Navy League has now taken over the admiral's crusade against the bill before congress tightening unification. What the admirals say privately, the Navy League now says for them publicly.

HISTORY REPEATS
Harry Truman isn't the first President to have trouble with the Navy League. Herbert Hoover also had his headaches. Just 17 years ago he got into such a mudslinging duel with the Navy League that the latter ended up charging the President of the United States with "abysmal ignorance."

Attempting to practice economy, Hoover had ordered the admirals to cut their 1933 budget. Instead the admirals upped it by 40 million dollars. And Hoover sent the budget back with a de-

(Continued on Page Eight)

Israel's Greatest Song Book Is

[Israel's great song book is, of course, the Book of the Psalms. It is not the form or structure of the Psalms that is of chief importance; it is their contents and message. But it may be to add an appreciation and understanding of them and their rich beauty if the nature of Hebrew poetry is realized.

Many people associate poetry with the idea of rhyme, or in so-called "prose poems," or blank verse, with rhythm. There is rhythm, often rich cadences, in the poetry of the Psalms, but no rhyme. Instead, the structure of Hebrew poetry consists in some form of parallel statement, in similarity, contrast, or in some expression or amplification of the thought.

A few examples will make this plain. Similar parallel statements and the parallel the "Lord" going to like exemplified in the very first Psalm:

Blessed is the man that walketh not in the counsel of the ungodly, Nor standeth in the way of sinners, Nor sitteth in the seat of the scornful.
But his delight is in the law of the Lord.
A similar example is in Psalm 5: "Give ear to my words, O Lord: Consider my meditation."

In the Psalms is a strong sense of life and movement, typical of the history of Israel and the religious life. Pilgrimage was of the very essence of their history—the pilgrimage of Abraham to Canaan, the descent into Egypt and the return through the wilderness, the Exile to Babylon and the return to the homeland.

And "going up" was of the very essence of worship—ascending to "the hill of the Lord," going to Jerusalem for the religious festivals, the Exile to Babylon and the return to the homeland.

MICHIGAN MIRROR



INTERPRETING THE NEWS

By GENE ALLEMAN

Michigan is not getting all of the federal aid for state highways it is entitled to receive.

Because Michigan now pays to the federal government about four times more in taxes that it gets back, it is the judgment of Charles M. Ziegler, state highway commissioner, that Michigan is missing a good bet.

"There are about \$11 million of federal funds available since 1948 on which contrivance have not been because we have no state funds to match these federal funds," said Commissioner Ziegler.

"We won't lose money, but the people of the state will lose one year's use of badly needed highway facilities which these funds would permit. We also have an additional \$10 million of federal funds becoming available in July. No contracts can be let against this new money during 1949 because we have no matching money."

"Without additional state funds we will be unable to avail ourselves of all federal aid allocated to Michigan as rapidly as need dictates. If federal aid funds are not matched by state funds and used for highway construction within a limited period, they revert for reallocation to other states which do match these federal funds."

The problem of state highways has a familiar ring to it. It is an echo of the problem, which exists today in every activity of government — local, state and federal. Costs have gone up tremendously during the postwar inflation period.

A dollar of revenue buys only 10 cents in pre war value. Something must give way. Services must be curtailed or taxes must be increased. You can't have it all — state aid without paying more for them.

When Commissioner Ziegler points to the dollar deficiency in explaining why the state highway department is lagging in its progress program, he believes he does so with a good conscience. Ziegler is proud of his record of economy — "getting the most value from the funds at our disposal."

Ziegler maintains that he had vetoed but "non-producing employees" to the extent of 475. The annual saving is estimated at \$1 million. This economy is in addition to 650 state employees who were dropped when the state department contracted with county road commissioners to maintain state trunk line routes. Ziegler considers the 475 total as the "net" reduction.

A second economy is claimed by Ziegler by elimination of duplication caused by two organizations — state and county — doing the "same work" in counties. Ziegler puts the annual savings at another \$1 million.

Another dollar-stretching policy has been to salvage old trunkline roads by resurfacing them with two and one-quarter inches of asphaltic concrete at a cost of about \$20,000 per mile, about 1,000

(Continued on Page Five)

Looking Back Through The Enterprise Files

TWENTY FIVE YEARS AGO (July 4, 1924)

Hot Chase Bags Outlaws
Charles Williams and his two sons, Russell and Elwood, youths of 23 and 21 respectively, were captured on Grand River Road near Redford last Sunday evening after a hot chase in which the officers riddled the gas tank of the auto in which the men were fleeing. They were brought here, where the wounds of the men and officers indicated the fight the men put up in an attempt to get away after they had been halted. The father and sons were more or less intoxicated and the officers report that five gallons of moonshine was found in their auto.

TEN YEARS AGO (July 6, 1939)

Novel Affairs Examined
An investigation into the handling of cemetery affairs in Novi will be launched this week by Judge John J. Schulte of Farmington. The first witness in the case will probably be questioned by Schulte on Thursday. Judge Schulte, together with County Prosecutor Charles L. Wilson, recently completed a report on the findings in the Holy cemetery probe.

Resurfacing Streets
Resurfacing of Farmington's old streets is going ahead at a rapid pace, following the start of operations Thursday morning. The first oil was laid on Farmington Road north of Grand River and on Oakland Avenue. By the time the street resurfacing project is finished, all streets which were formerly oily will be given a fresh coat.

FIVE YEARS AGO (July 6, 1944)

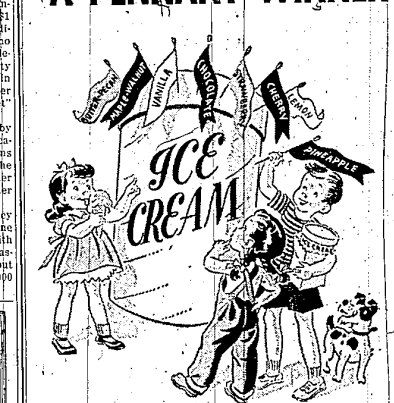
Tennis Tournament Arranged
Tennis tournaments are being arranged as part of the summer recreation program at Farmington High School. Both singles and doubles tournaments will begin July 17 and will be completed by July 31.

Drive Lags
The Fifth War Loan Drive is lagging in Farmington, despite the fact that workers have been pushing for every dollar of most quotas of \$200,000. Accordingly, Thursday, July 6, has been named as "Save Michigan's Honor Day," when a concerted effort will be made to put both Michigan and Farmington over the top in the War Bond Drive.



"The most valuable book in my kingdom, Queen . . . The Yellow Pages of the telephone directory really tell you where to buy."

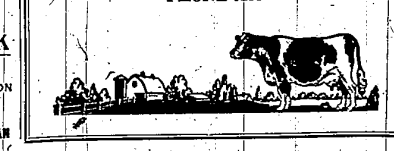
EVERY FLAVOR A PENNANT WINNER



• • • • • with kiddies and adults alike.
Creamy-rich, delicious tasting FARMINGTON DAIRY Ice Cream is a treat for all the family these hot summer days. Makes a perfect dessert or evening snack. Try it today at our fountain — take home a quart for the family to enjoy.

• STORE HOURS •
8:00 a.m. to 10:00 p.m.

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"Serving Quality Dairy Products Since 1921"
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THE FARMINGTON STATE BANK
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION
FINANCE REPAIRS EARLY WITH A LOW-COST BANK LOAN

"Good night dear — YEEP! Didn't your father know he could get a home repair loan to fix these confounded steps?"