

The Farmington Enterprise

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EDITORIALS

Post Offices Don't Grow . . .

on trees, they must be built through community effort and enterprise.

"Just how does a community get such things as a post office, one big enough to serve its people?" That's the kind of question The Enterprise gets every once in a while. It's a good question and one deserving a satisfactory answer. It is a question Farmington people are asking. They are quick to state, too, "Other communities get them, aren't we entitled to one?"

The answer to the last one is easy — yes! The first question, "How to get it," isn't so easy. It takes an all out united community effort, plus an abundance of facts. Many areas have secured new post offices through availability of site and even a new building. In nearly every case an effort on the part of individuals and the community has been necessary to accomplish the objective.

Unfortunately, politics often overshadow the real needs of the Community. It is a hard and disheartening undertaking that requires patience galore. But it can be done with full community cooperation.

The Farmington area has shown and will continue to show one of the largest growths of any area in Oakland County. Today the Farmington post office is serving more people than ever before, in fact, more every day. It has two city mail routes handled by foot carriers, and eight rural routes, this is in addition to post office boxes. And it is operating out of the same space it did four years ago, and only slightly less space years before that.

Farmington needs and deserves improved postal facilities. It is neither fair to the customers nor to the postal employees. Yet in spite of concerted efforts to get a new post office, no encouragement has been forthcoming as yet. The facts are available. They are on file in Washington. But on file they are apt to stay unless we, as a community, pull them out.

When Is An Emergency . . .

an emergency? It isn't as easy a question as it sounds, especially where coal is concerned.

Or should we say where the government is concerned. According to one report from Detroit, four days of cold weather would eat up present supplies. The large railroad companies have, for some time curtailed train traffic. Yet Washington states that they will not get excited until an emergency exists.

Thus the question, "When is an emergency an emergency?" The answer as far as Joe Doe is concerned is right now. But politicians seem to put a "but" in the answer. President Truman doesn't want to use the Taft-Hartley Law, because according to his words it is discriminating. He doesn't want to use it because of labor's reaction, either.

Yet, who is really being discriminated against? The guy with a near empty coal bin. The guy that has to travel. Sure, he can use some other means of transportation, but why should he in a free and democratic nation? He can use oil to heat his home, too, and plenty of former coal users are doing it. But if the Taft-Hartley Act is discriminating in cases of national emergency, then failure to use it is more discriminating. Joe Doe, not John L., is the guy that's getting the boot right now.

President Truman does not like the Taft-Hartley Law. He wants it repealed by Congress. But as of right now it is law and regardless of the President's feelings it still is law. Because people are not burning kindling in the middle of the living room floor is no sign an emergency doesn't exist. It takes time to re-stock coal piles even after regular production is restored.

In a democracy the general welfare of the majority is paramount. Right now the majority are paying the price, because a few want more. And because the President refuses to use a law because he doesn't like it. There are undoubtedly a lot of laws Joe Doe doesn't like, too, but he doesn't refuse to obey them.

So the question "when is an emergency an emergency" remains unanswered, or does it!

Churches

NOVI BAPTIST CHURCH
M. J. Reinin, Pastor
Sunday Church Services at the usual hour. Morning, 10:30; Evening, 7:00 (Youth Services) 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 KRLV.

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

GRACE LUTHERAN CHURCH
2550 Grand River 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 CHURCH OF GOD
Grand River at Middlebelt
Rev. Orville J. Windel, Pastor
Sunday School at 10 a.m.
Morning Worship at 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

10:00 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.

FIRST BAPTIST "The Friendly Church"
Rev. Fred B. Fisher, Pastor
Morning Worship at 10:00 a.m.
Sunday School at 11:15 a.m.
Youth Fellowship at 6:30 p.m.
Evening Service at 7:30 p.m.
Wednesday, Midweek Services at 7:30 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. Boltich, Mus. Dir. & Organist
Mr. G. C. Gildemester, Bd. Pres.
Mr. E. T. Tyler, Dir. of Rot. Ed.
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.

ST. MARTIN'S EPISCOPAL CHURCH
Lenore and Curtis Aves., Detroit (Five Minutes from Bus Station)
Rev. James H. Morris, Vicar
9:30 a.m. Church School (three years and up).
11:00 a.m. Morning Prayer (First Sunday Holy Communion).
11:00 a.m. Kindergarten (3 to 5 years).
8:30 a.m. Holy Communion.

LIVONIA METHODIST CHURCH
Rev. Cadman Prout, Pastor
West Seven Mile Road
Just East of Farmington Road
10:30 a.m., Morning Worship and Sunday School held at the same hour.
Nursery School for children over three. Everyone welcome.

WEST POINT PARK CHURCH OF CHRIST
J. Scott Greer, Minister
Bible Study at 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.

Who's That Knocking at My Door?



Washington Merry-Go-Round

By DREW PEARSON

'AIRTIGHT' CASE ICED
It is not often that treasury agents turn up a tax fraud case against a big corporation. This is partly because most big corporations have their books audited by reputable firms, but also because it is almost impossible for the T-men to scrutinize carefully the complicated books of the big corporations. The internal revenue bureau is so understaffed—thanks largely to the recent GOP 9th congress—that it is impossible for its agents to take enough time to go through all corporate books. Recently, however, treasury agents stumbled into what they

considered an airtight tax fraud case against the Mid-Continent Petroleum corporation in Tulsa, Oklahoma.

The case was considered so airtight that there was not the slightest doubt, they thought, about criminal prosecution. However, the wire-pullers got busy at the original aspects of the Mid-Continent case are now on ice.

The oil company will not have to pay a tax bill of six million dollars plus 50 per cent penalty, as recommended by the T-men. Instead, honest taxpayers will have to make up the difference.

The reason for the treasury's failure to catch it making capital expenditures for plant expansion during the war years and then charging them up as "repairs" is that the lower offices of Mid-Continent showed the real nature of the improvements, these improvements were changed to read "repairs" when the books went up to the top office. Repairs, of course, are tax deductible, while improvements are a capital investment and not deductible.

Mid-Continent officials gave careful instructions that the receipts and orders for the improvements be destroyed, but one of its book keepers just as carefully retained them and turned them over to the treasury. As a result the case was considered ironclad.

The agent who first handled this case was Frank W. Loh, chief of intelligence for the Kansas City district. He recommended criminal prosecution and sent the case on to Mike Seltzer, chief of the penal division of the Kansas City office.

But while the case was still pending in Kansas City, Daniel Bolich, deputy commissioner of (Continued on Page Five)

MICHIGAN MIRROR



INTERPRETING THE NEWS

By GENE ALLEMAN

Drums are being beaten again to ease the traffic bottleneck at the Straits of Mackinac by building a bridge. Who would pay for it? Everybody and nobody.

Linking the lower and upper peninsula of Michigan in this fashion has been a dream of Northern Michigan resort interests, engineers and politicians for many years. During the highway development regime of Murray D. Van Wagoner, a bridge authority was created by the legislature. A cause-way to the bridge was half-completed in 1941 on the St. Ignace side at a cost of around \$1,000,000.

World War II intervened, and the project was sidetracked. Now, under the inspired leadership of Stewart Woodfill, president of the Mackinac Island Grand Hotel, it has been revived. Governor Williams has been asked to include it in his call for the 1950 special session of the state legislature starting March 15.

"The Mackinac Bridge Citizens Committee" of which Woodfill is chairman, estimates the Straits bridge could be built for approximately \$50,000,000.

One-half of this amount — \$25,000,000 — would come from the U. S. Treasury at Washington. Would this sum come out of the state's allocation of federal aid for state highway construction? Or would the amount be appropriated outright by Congress as a grant for a local improvement?

The committee's literature states that "the highway from Detroit to Sault Ste. Marie, via the Straits of Mackinac, is one of the few highways in the United States that has been designated by the congress as part of the Interstate highway system of the United States." Furthermore, the federal government may grant 50 per cent of the cost of improvement of these Interstate highways. It is explained:

Thus the assumption is clearly given that the \$25,000,000 federal grant for building the Straits bridge would come out of Michigan's federal aid for highways.

The bridge would be constructed in lieu of new highways elsewhere.

The committee also throws out the possibility that Congress might authorize outright grants of money for local improvements, such as a Straits bridge.

The remainder of the bridge cost — also \$25,000,000 — would be financed by a toll paid by motor vehicle users — automobiles, trucks and motor buses.

The Citizens' Committee estimates that a minimum of 1,000,000 motor vehicles would use the bridge during its first year — say 1955. The \$25,000,000 share of the bridge cost, when financed by self-amortating bonds bearing 4 per cent interest, would impose an interest load of \$1,000 in the first year. The toll revenues would total \$1,900,000. Maintenance and (Continued on Page Eight)

Looking Back Through The Enterprise Files

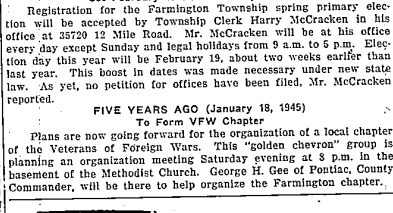
FORTY YEARS AGO (January 21, 1910)
FRANKLIN HOUSE

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Soldiers Tax Exempt, Attorney Says
An opinion rendered by Attorney General Bird clears misunderstanding on the law covering the soldier's tax exemption act. This opinion is to the effect that all property used as a homestead but not exceeding \$1,000 in value by any soldier or sailor in the federal government who has served three months in the Civil War, and all real estate used as a homestead by any soldier or sailor's widow is exempt from taxation in the municipality when the roll is acquired to conform to the general tax law, relative to listing property for assessment.

TEN YEARS AGO (January 18, 1940)
Urges City To Buy Building
Registration for the Farmington Township spring primary election will be accepted by Township Clerk Harry McCracken in his office at 35729 12 Mile Road. Mr. McCracken will be at his office every day except Sunday and legal holidays from 9 a.m. to 5 p.m. Election day this year will be February 15, about two weeks earlier than last year. This boost in dates was made necessary under new state law. As yet, no petition for offices have been filed. Mr. McCracken reported.

FIVE YEARS AGO (January 18, 1945)
To Form VFW Chapter
Plans are now going forward for the organization of a local chapter of the Veterans of Foreign Wars. This "golden chevrons" group is planning an organization meeting Saturday evening at 8 p.m. in the basement of the Methodist Church. George H. Ge of Pontiac, County Commander, will be there to help organize the Farmington chapter.



"Your grammar is bad, Rollo, but the 'A' is for being hep."

THE TELEPHONE DIRECTORY YELLOW BOOK IS A GREAT SOURCE OF INFORMATION

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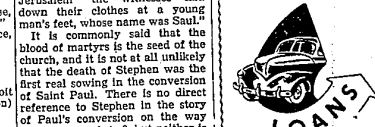
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STEPHEN REMAINED FAITHFUL CHRISTIAN EVEN UNTO DEATH

THE death of Stephen, first among a long line of heroic martyrs for their Christian faith, is a story that has inspired men and women of all ages and all nations. It is a story of a man who remained faithful to his faith even unto death.

In Acts 7:55, it is recorded that Stephen, "the witnesses laid down their clothes at a young man's feet, who stood by." It is commonly said that the blood of martyrs is the seed of the church, and it is not at all unlikely that the death of Stephen was the seed of the church in the conversion of Paul to Damascus, Acts 9, but neither is there in that story any account of what must have been passing through the mind of Stephen as he faced his death.

The devout Pharisee hated what he conceived to be opposition to the truth, but was not a traitor. For the first time doubt had entered his mind, the first step leading to conversion and new-found faith. The death in martyrdom of Stephen is linked with the new life in Paul. Seemingly less in God's eye than the death of Stephen, it is too much to believe that out of present-day martyrdoms as well will arise new faith, life and power for the church and Christianity?