

To help their young friends who were victims of the recent floods and avalanches in Yugoslavia, the American Junior Red Cross has shipped 15 tons, worth \$7,000, of children's clothes and shoes to Belgrade for distribution to the youngsters.

Last year the American Red Cross received good donations from volunteer donors for treatment of ill and injured persons at an average rate of four each month.

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Transportation Plays Colorful and Important Part In Early History Of Farmington Community.

This is another in a series of articles prepared by members of one of the Girl Scout organizations in Farmington. All Girl Scout and Brownie units in the various Farmington neighborhoods have completed work including written reports, posters, pictures, etc. of the early history of the community.

The first settlers in Farmington came from Farmington, New York, by sleigh, drawn by a team of horses.

Soon after 1825 Grand River Avenue became a main road. There were several inns around Farmington at this time where travelers could rest and put up their horses. There was a log tavern at Grand River and Halsted Road and in 1828 Wisconsin Inn was built on this site. There was also a hotel at the top of McGee Hill and in 1831 a hotel and horse barn was built on the site of the present Mac's 5c to 5c store.

In 1836 Grand River was a plank road, and was known as the Grand River Military Road. Detroit-bound traffic had the right-of-way. Out-bound vehicles had to get off into the mud to clear the lane.

By the 90's there were four toll-gates for Grand River. The toll charge for a two horse vehicle was two cents a mile and one cent for a single horse. In 1836 Botsford Inn was built for the purpose of accommodating travelers on the Detroit to Howell plank road. It was known as the sixteen mile station out of Detroit to the stage-coaches and wagons that traveled the road.

In those days there were inns or taverns every six to eight miles apart where a person could rest and refresh himself while the teams of horses were changed.

Between 1840 and 1890, covered

wagons were popular forms of transportation. Many times they were drawn by oxen. Pony many of the early Farmington Settlers came here by covered wagon.

In 1847 Lansing became the State Capitol. Traffic between there and Detroit increased and Grand River became a main highway. Farmington became a stopping-off place for the stagecoaches and wagons that traveled the road. In 1851 the Owen House was built in Farmington. It stood where the Farmington State Bank now stands, and boasted of being the "Finest Indian Hotel in the State." There was a horse barn with it.

Grand River in 1851 was being planked to Lansing. There were two horse-drawn stagecoaches traveling each way daily from Detroit to Lansing. The coaches could accommodate twenty-four passengers. Generally nine would be riding on top.

There were three blacksmith shops in Farmington at this time. John P. Eisenlord operated a wagon and blacksmith shop at the east end of the park. It was torn down in 1876 when the Town Hall was built. John Jackson had a general repair shop at the Grace House site on Grand River and made and repaired buggies, wagons and other vehicles.

In October a fire destroyed the business section of the Village which had been centered around Shawwassee. When the Village was rebuilt the center of town came to Grand River. Some of the stores built at this time were two saddle and harness shops, three blacksmiths and carriage-ironing shops, two wagon shops and one boot shop.

Mail was delivered to Farmington from Detroit by stage until the coach line was discontinued. A route was then established from Beech, Michigan, serving Farmington, Clarenceville, Redford and Bell Branch. Orville Botsford carried the mail in a one-horse wagon.

Almost all goods sold in Farmington stores were hauled from De-

troit by Samuel Blanchard in a big wagon drawn by a team of horses. He made two trips a week, each trip taking two days.

In the 80's and 90's wagons, buggies and bicycles were the most popular forms of transportation. Between 1872 and 1902 people rode bicycles with a high front wheel and a small back one. They were called the "ordinary" or "high wheel" bikes. Roads were rough and the bikes were uncomfortable.

In 1884 the "safety bicycle" was made. The modern type was developed from this type. Bicycle riders were the first to agitate for good roads. On a fine Sunday the roads would be crowded with bicycles and horse-drawn vehicles.

In winter the wheels of farm wagons were replaced by sled runners. There were also fashionable sleighs and cutters.

In the 80's and 90's meat was delivered in a horse-drawn meat wagon. The files that accompanied it were regarded as both unavoidable and harmless.

Toward the end of the 19th Century the stagecoach passed away. Trains ran to Novi and Northville, and Farmington was comparatively isolated.

In 1900 the Detroit and Northwestern laid interurban lines to Farmington and the service was begun. The interurban ran from Detroit to Farmington, turned at Grand River and Farmington Road to Eight Mile, and continued to Northville.

It cost 25 cents to travel from Detroit to Farmington and took 1 1/2 hours. The electric line ran up Orchard Lake Road to Pontiac. The Winery on Grand River was the old roundhouse. There was no high school nearer than Pontiac, so many students rode that line. The fare was ten cents from Farmington and five cents from Fourteen Mile Road.

In the early 1900's electric automobiles were popular. Bicycles and wagon shops were starting to make automobiles. The automobile was called the "horseless carriage" or "devil wagon." More and more people were caught up with the fever of making automobiles. Many inventions perfected for bicycles were used on automobiles and later on airplanes. Detroit became the automobile capital of the world. As the automobile became common the interurban lines were discontinued.

At the present time Farmington boasts five automobile showrooms carrying the latest styles and colors in cars. There are many modern gas stations and garages. Many Farmington families own two and three cars. Traffic is heavy. Cars and trucks travel around and through Farmington in ever-increasing numbers.

Area Air Spotters Paid Tribute

Tribute was paid last week to the 39 area residents who have faithfully served at the Farmington Ground Observer Post as air spotters since its beginning.

All mentioned by Vern Willard, post supervisor, have served over 200 hours as lookouts in regular shifts at the post, located atop the Saultin Aluminum Window Plant at 2829 Orchard Lake Road between Twelve and Thirteen Mile Roads. Some have served over 600 hours. Willard himself has accumulated a total of over 1,500 hours spotted duty.

The local air-spotter defense post is one of several in this area reporting directly on planes in flight to an Air Force Filter Center in Grand Rapids. These posts, under the direction of the A.F. Force, supplement on a national scope the other information-gathering methods.

Among those who through the years since the post was organized have faithfully served are:

Floyd Andrews, Frank Annetto, Katherine Baker, Elwyn Baldwin, Art Bissette, Millis Bowers, Fran Brandvold, Barry Brown, May Fox, Albert Gain, Fran Greeshover, Sir Hede, Thomas Hede, Harold Hyde, Claire Hyde, Frank Keach, Viola Kenney, Elsa Leidig, Ella Miller, Harvey Moody, Barbara Morrissey, Lester Morrison, George McLaughlin, Neil McLaughlin, Charles Neuman, Doris Neuman, Thomas Sampeier, Allen McEllan, Omar Sanderson, Albert Soverign, Adolph Stolpe, Martha Stolpe, Allen Strand, Duane Thack, James Vandell, Helen Willard, Vern Willard, Guy Winters, and Hazel Varian.

The American Red Cross is now supplying 75 per cent of all albumin in the United States used in severe shock therapy, burns, kidney and liver disease.

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New Savings Office To Open In Farmington

The new Farmington Savings and Loan Association, located at 2770 Orchard Lake Road just north of Grand River Avenue, will open its doors to residents of Farmington, Northwest Detroit and the adjacent areas on May 14. It was announced this week by Frank E. Holtzman, president of the newly-formed organization and prominent young Detroit attorney. Officers of the savings institution besides Holtzman include: Albert C. Clinton, vice-president; T. Vance Kefgen, secretary; Dr. S. J. Hillenberg and Morris Lawson, co-treasurers; and Judge Allen C. Ingie and Arthur J. Primm, directors.

Coinciding with national observance of the 125th anniversary of the savings and loan business, Farmington Savings will celebrate "Open House Week," May 14-19, to "become neighbors in the community." Free gifts will be given to everyone attending the open house. A matching "Eversharp" "Mr. and Mrs." pen set will be presented with each savings account of \$25 or more opened that week.

Located in a new structure on Orchard Lake Road near Grand River Avenue, Farmington Savings will remain open from 9:30 a.m. to 5 p.m. daily. All accounts at the establishment of \$1 or more will earn 2 1/2 per cent interest and are insured to \$10,000 by Federal Savings and Loan Insurance Corporation, Holtzman stated.

J. Bates Given U-M Yost Award

James V. Bates, son of Mr. and Mrs. V. O. Bates of 33112 Thomas Street, was among a group of 18 outstanding juniors and seniors in athletics at the University of Michigan who were presented Yost Honor Awards at an annual awards banquet in Michigan Union recently.

Bates was awarded the Yost Honor on the basis of his outstanding play as a center and line-bowler on the U. of M. varsity football team.

Walter B. Reg, dean of men, presided. Speakers were Dr. Angus Goetz, twice captain of the football team under the late Fielding H. Yost, and Jack L. Blott, assistant football coach. Mrs. Yost was an honored guest.

The awards were established in 1940 to commemorate the 40 years of service to the University of Fielding H. Yost, former director of athletics. Students are honored on the basis of moral character, scholastic ability, physical ability, and promise of leadership.

Twenty-seven per cent of all drivers involved in fatal auto accidents in the U. S. last year were under 25 years of age.

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