

In Our Opinion . . .

Advance Notice Makes Good Meetings

At the regular City Council meeting last week, the matter of the official agenda used and ways that it might be improved upon came in for some rather lengthy discussion.

Councilman John Allen expressed the feeling that the agenda might be able to be both "streamlined" and prepared in a way to include all the items of importance to be discussed during the course of the meeting.

Like Councilman Allen, we get a little concerned with all the little routine items that get taken care of during the first part of the meeting with many of the major items of discussion not coming up until the very end of the meeting. This is not just true at City Council meetings but at Township Board and School Board meetings as well.

As newspaper people, we would like to be able to report to our readers all of the items of business that we are coming up at a meeting beforehand. They would then at least be able to come to the meeting and listen to the discussion first-hand even though they might not be allowed to participate in discussion on the subject. What we feel it would be desirable to know fully well, however, that it would be almost impossible to develop a complete agenda well enough in advance to permit this.

Often times it is impossible to get information for reports that are made at meetings until a few short hours before the actual meetings are held.

Communications and requests from citizens or groups wishing to be heard on specific points usually aren't received until the last minutes before a Thursday or Friday deadline to assure being heard at the coming Monday night's meeting. Councilmen and Board members are usually as guilty as any citizen, if not more so, in waiting until

the last minute to bring up items they want to discuss at meetings.

It has been obvious to us in attending all of the official local governing board meetings, that many of the items brought up by board members or councilmen have been given no advanced discussion or consideration.

In our opinion, any citizen or even board members, who have matters important enough to take up time at a public meeting should be able to make their intentions of desiring discussion on the matter at an official meeting known as much as a week before the meeting date. Naturally, last minute problems or matters come up where this would not always be possible, but most of the time this is not the case.

While we feel there is room for some improvement on how the meetings of our official governing bodies locally are conducted we must say that they are conducted much more orderly than they were eight or ten years ago. We can recall meetings some years back that ran until one or two o'clock in the morning with a whole lot of wrangling between board members and citizens that often ended up with practically nothing being accomplished.

The Enterprise has always advocated publicity on important matters scheduled to come up at meetings and will continue to do so and provide this advanced publicity when it is made available. We have also urged greater attendance by citizens at meeting time and time again and would still like to see much bigger turnouts at meetings than what we are presently getting.

Those who do attend meetings, however, should learn to be good listeners rather than feeling they have the right to enter into all of the discussions that the official board members get into.

A Safety Problem That Needs Study

The tragic drowning of a Southfield youth a few weeks back in a small artificial, private lake in the northeast corner of the township and a drowning in this same lake the year before of an older man should be of concern to all of us.

There is no purpose in trying to fix any blame but there definitely is value in giving some serious thought to steps that might be taken to avoid such tragedies from happening again in the future.

It is a lake on private property and the youths swimming there should have been there but it must also be noted that the owner of the land did not have it posted as private property and with "no trespassing" signs.

To require the owner to buy expensive fencing around this lake, or even to post his property may not be legal but it should definitely be studied thoroughly.

When a man puts in a private swimming pool he is required by township regulations to have it fenced and to take

other safety precautions even though it is on his own private property. Those engaged in gravel or sand removal operations who are leaving holes that present a danger are required to fence around their operations and do other things to assure that children will not stray onto their property and fall into these holes.

These regulations being legal, it would also seem to us that it would be legal to require certain types of safety measures to afford the same kind of protection where there is property with a small artificial lake.

Perhaps only posting of the property could be logically required. But, some type of inexpensive fencing might at least be considered.

It's a little hard for us to justify in our mind requiring a man to fence in a swimming pool on his own private property or to fence in a sand or gravel pit operation on private property and yet not have some similar requirement for a property owner having an equally dangerous private lake on his property.

Avg. Motorist Spends \$3.22 Daily to Drive

The average Farmington motorist pays \$3.22 daily to own and drive a car 28 miles, according to research statistics released by Automobile Club of Michigan.

"Car owners in Oakland county spend approximately \$300 million annually on their automobiles," says J. Spencer, manager of Auto Club's Farmington division office.

"For many persons, a car is the largest daily expense after food and housing," he adds.

These facts are derived from information in AAA's pamphlet titled "Your Driving Costs," which is issued biennially. Information in the latest edition is based on the performance of a 1965 eight-cylinder standard car of the lower price class.

YEARLY COST for driving 10,000 miles is set at \$1,177. This is up \$15 as compared with 1963, according to figures compiled for Auto Club by two independent research firms.

Expenses for gas, oil, tire and routine maintenance remain unchanged since the last report at 3.7 cents per mile. Fixed costs—depreciation, insurance and registration are up slightly across the nation.

AUTO CLUB separates car expenses into two categories, as follows:

1. Variable costs per mile (based on 10,000 miles yearly)—gas and oil, 2.53 cents; maintenance, .68 cents, and tires, .44 cents. This totals a little over \$1.01 daily or \$370 yearly.

2. Fixed costs per year—fire and theft insurance, \$31; property damage and liability, \$126; license and registration, \$24; and depreciation, \$628. This totals \$2.21 daily or \$807 yearly.

Motorists who travel 10,000 miles yearly spend 11.8 cents per mile, according to Auto Club's pamphlet. Traveling less than 10,000 miles yearly up the cost per mile, whereas an annual mileage of 20,000 lowers it to 7.7 cents per mile.

MICHIGAN CAR OWNERS, however, pay less than the national average for car operation due to lower insurance rates than those paid in many other states.

Auto Club, which insures 22 per cent of all Michigan motorists, says that its average insurance pays \$118 annually for liability, comprehensive fire and theft, plus \$100 deductible.

This same insurance package would cost about \$321 in New York City, \$175 in Chicago and \$248 in San Francisco.

In addition to the breakdown on operating costs for private passenger cars, the pamphlet is available free to Auto Club members at local division offices—has special sections on allowances for cars used on company business, vacation travel costs plus a special report on compact cars.



REPORT from LANSING

State Representative

Raymond L. Baker

The first Democrat controlled Legislature in some 30 years has earned itself a record number of vetoes. Back for a two day wind-up of the first six month session, we have before us 23 bills which Governor Romney returned without his approval.

Included among the vetoed measures are fire election law changes, three liquor bills and three appropriation items. The rest are of a miscellaneous nature, some returned because of technical or constitutional problems, others because of a definite difference of opinion between the Governor and the majority party.

Lacking the necessary two-thirds strength, the majority party is not expected to be successful in any attempt to override the vetoes.

THE ELECTION law vetoes bring at least a temporary death to the many majority party proposals designed to make it easier for them to get re-elected. Specifically, in the words of Governor Romney, the election bills which were returned, "if permitted to become law, would materially weaken an election system which we have spent many years improving."

The liquor proposals which were prevented from final enactment would have granted a 10 per cent discount to retailers on the sales and excise taxes on liquor, permitted the serving of alcoholic beverages in state armories, and waived the population-quota formula for liquor licenses for certain taverns in business for the past five years.

THE APPROPRIATIONS on which the Governor exercised his fine item veto include \$50,000 for the establishment of a state office of legal services fund and \$1.2 million for higher education as a special fund to meet possible enrollment increases above original estimates. The Governor stated that this latter item was not essential and not compatible with sound budgetary procedure.

The other vetoed budget item involved \$17,869 for the Legislative Auditor to conduct racing commission audits. This was combined with a veto of another bill which would have **Earns Degree At Marquette Univ.**

Donald A. Youngblood, 21420 Gill Rd., Farmington, is included among the 297 graduates for degrees as Marquette University in Milwaukee, Wisconsin, comes to the close of its 57th annual summer session.

The session is the oldest at any Catholic college or university in the country. No graduation ceremonies are planned at this time.

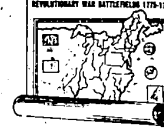
established the sphere of operation and duties of the Legislative Auditor. Both of these measures represented a blatant attempt on the part of the majority party to enfeeble upon the duties of the executive branch. The Governor was wise to block this unconstitutional power grab.

Another significant veto was exercised on the proposal which might have resulted in the construction of a highway through the Porcupine Mountains State Park.

Currently, the Legislature is in recess until mid-September. During the rest of the summer, Legislators will be serving on one or more of the several independent committees which have been established.

Don't Leave Town For The World's Fair

Without dropping by our office for an identity card exchangeable at the Continental Insurance Pavilion for a beautiful antiquated battlefield map of the American Revolution. The two-color 14x16 map,



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August 11, 1965 THE FARMINGTON ENTERPRISE 5A Witman Ends ROTC Summer Camp

Cadet Norman C. Witman, son of Mr. and Mrs. George F. Witman, 26150 Springfield, Farmington, completed six weeks of basic summer camp training by attending Officer Training Corps program at Fort Knox, Ky., July 24.

Cadet Witman was not enrolled in the senior ROTC program during his first two years at the University of Miami, Coral Gables, but new Congressional legislation permits him to make up this on-campus training by attending basic summer camp.

Witman is a 1963 graduate of Farmington High School. He is a member of Lambda Chi Alpha fraternity.

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Looking Back in the Files

5 YEARS AGO	10 YEARS AGO	15 YEARS AGO
AUGUST 11, 1960 Family Burned Out The home of Mr. and Mrs. William M. Fredericks in the northeast portion of the Township burned to the ground last Wednesday night after the two-story dwelling was apparently struck by lightning. The family includes six children. He is a Township police officer.	AUGUST 11, 1955 Water Restriction The City of Farmington this week began enforcing restrictions on the outside use of water due to an emergency in City's water supply system.	AUGUST 10, 1950 Marching Band Mahlon P. Bradley and Lawrence E. Gilson of Farmington have been invited out for the Parris Institute Marching Band where both are attending classes.
Lawn Contest Mr. and Mrs. Earl Harrison were awarded the first place prize in the annual lawn and garden contest at the Farmington Trailer Park in Farmington Township.	New Construction A record number of building permits were issued during the month of July as Farmington Township issued 161 total permits at a valuation of \$2,194,275. New home construction starts accounted for a total of 119 permits valued at \$1,989,800.	Summer Recreation William Nuse, director of the Farmington area summer recreation program, announced this week that the overall attendance at the three playgrounds in the School District for this year's program was 1,361 youngsters for the six weeks of activities.
Shopping Center Construction is expected to get under way shortly on the A & P Super Market, the first of several commercial buildings planned in the City's downtown redevelopment plan.	Diseased Elms A total of 18 Elm trees have been identified in the City as having the Dutch Elm disease as a result of a current survey conducted by the Michigan State Department of Agriculture.	Banking Hours The Farmington State Bank announced this week a new schedule of banking hours. The bank will now be open from 9 a.m. to 1:30 p.m. on Fridays and will be open on Saturdays from 9 a.m. to 12 noon.
New Subdivision Members of the Farmington Township Board voted to return the proposed Farmington Meadows Subdivision Flat to the Planning Board for further consideration by the group.	Treat Baseballers An enthusiastic group of 125 members of the 12-man Junior Baseball League in Farmington, were treated to an afternoon of games and refreshments to climax their season.	Recover Hot Car A brand new car owned by Stuart Reulle of Farmington that was stolen from behind the post office has been recovered in front of a New Hudson tavern. The thief only put 39 miles on the car.

A member once said:

"I've got a new car, so who needs Auto Club Road Service?"

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