

State's Fastest Growing Area Faces Many Future Problems

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The evening was late. The air in the room smoky. The men irritated, tired, baffled.

A politician, two city planners, an industrial development specialist and three businessmen were arguing. They had been at it for five hours.

Finally, one of the businessmen burst out, "Darn it! I've got problems, just trying to make my business profitable. But you guys keep talking about zoning, schools, taxes, sewers, population growth. Even planning! I had no idea it was this complicated!"

It is. And it's getting more complicated with the passage of every day.

The area served by The Observer Newspaper Group—Livonia, Redford Township, Farmington, Plymouth, Garden City and Westland—is the fastest growing area in Michigan.

Business population kids, schools, roads, sewers, houses — you name it — are sprouting at an unprecedented rate.

Strange to say, all these developments are closely interrelated. A new business moving to this area brings with it all sorts of associated problems which need to be identified and solved if the communities in the area are to grow efficiently.

Let's take an example.

At this moment, Ford Motor Company is completing a new plant in Plymouth Township. Preliminary employment will be 1,500, rising to 2,500 when the plant is in full operation.

Some of these workers will come from families already settled in the area. Others, however, will come from families which will move into the area.

This means that new homes will have to be built for them: More business for the construction industry.

More Kids

The families will bring children with them, and these children will need to go to school. More children to be served by the schools and more taxes needed to pay for them.

Families moving in will do much of their buying in this area. Result: More demand for every sort of business, from beauty shops to car dealers, from food stores to banks.

The new plant will need water and sewage facilities. This means local governments will have to build and pay for them with more tax money.

The new plant will have to dispose of rubbish, which means dumps and incinerators will have to be built.

Families moving in will need places for rest and relaxation. More parks and athletic fields will be needed.

All these things—and the list isn't anywhere near complete—stem from the new plant. All the work needed to do these things in turn brings a demand for new jobs, which means more people moving in, which means the whole process is repeated.

Now, let's multiply this process nearly 100 times, to get an idea of just how important and how complicated industrial growth is for this area.

- Spartan Stores is building a 250,000 square foot warehouse complex in Plymouth Township. Employment will be around 200.
- Gancia-Cote & Co. has started work on a 17,000 square foot plant in Farmington Township's industrial park. The plant will cost around \$300,000.
- Teletrans plans to build an 18,000 square foot, \$200,000 plant in the Township industrial park.
- Vico Manufacturing Company has just completed a 65,000 square foot plant in Plymouth Township.
- The ABC Freight Company expects to complete its \$300,000 warehouse in Redford Township by May 1.
- Hudson's Westland shopping center, in Westland, is still growing, and rumor has it that the company is planning another center to the north of Farmington.
- Allied Supermarkets is reported to be planning a 1.4 million square foot

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GM Spends Millions In Livonia

General Motors' expenditures for employee payrolls and local purchases at the Chevrolet and Fisher Body plants in Livonia totaled more than \$58.9 million during 1966, a \$1 million increase over last year.

The year-end statement was released jointly by Harrison T. Price, manager of the Chevrolet plant and Paul D. Pender, Fisher Body plant manager.

Employment during the year averaged nearly 6,600, equal to last year's work force at the two plants.

Employees at the two Livonia GM installations contributed more than \$171,000 to the 1966 United Funds in communities where they reside, representing an \$11,000 increase over 1965. In addition, employees invested \$1.6 million in U.S. Savings Bonds through payroll deduction.

During 1966, GM awarded approximately \$135,000 to employees for ideas submitted in the GM Suggestion Plan. Three Chevrolet Livonia employees received the Plan's top award of \$6,000.

A major expansion program at the Chevrolet plant was completed during 1966, adding nearly 800,000 sq. ft. of floor area. The new facilities include increased space for manufacturing, processing and marshalling of finished parts, and power-house equipment.

The Chevrolet plant produces chassis coil and leaf springs and bumpers for Chevrolet passenger cars as well as springs and suspension components for the division's truck models.

The Fisher Body plant manufactures interior trim components, including seat cushions, door trim pads, and other trim components for General Motors cars.

MSU's Newest Teacher; Just Plug Him In

EAST LANSING -- The newest teacher at Michigan State University is among the first of a new breed; you simply plug him in, and he asks questions.

"He" is a machine, an ordinary-looking typewriter console, connected by telephone lines to a Computer at Science Research Associates in Chicago. Seated at the typewriter, a user at MSU can telephone via direct line to Chicago and be connected to the computer, which offers a five-part demonstration and a short course on how to become a computer "author," or programmer.

The machine is now used strictly for demonstration purposes by MSU's Learning Systems Institute.



Sprawling Burroughs plant dominates Plymouth industrial scene.

Burroughs Earnings Climb 77 Per Cent in One Year

Burroughs Corporation reported that audited net earnings for 1966 increased 77 percent over the previous year and were the highest in the Company's history.

Ray R. Eppert, Chairman, said that after increasing reserves for foreign operations by \$1,500,000, net earnings were \$30,985,000 compared with \$17,528,000 in 1965. This in-

cluded a non-recurring capital gain in 1966 of \$1,035,000.

Per share earnings were \$3.85 based on an average of 8,047,241 shares outstanding, contrasted with \$2.37 in 1965 based on 7,392,053 shares.

Estimated United States and foreign income taxes in 1966 were \$28,380,000 compared with \$16,920,000 in 1965.

Worldwide revenue for the

year was \$493,778,000 contrasted with \$459,414,000, an increase of 7 percent, despite a decrease of 46 percent in defense billings.

Fourth quarter 1966 revenues were \$146,060,000 against \$145,149,000 in 1965 which included more than \$26 million defense billing.

Fourth quarter net earnings were \$13,924,000 or \$1.72 per share and \$1.21 per share in 1965.

Eppert said 1966 expenditures for research and development continued at a new high level, approximating \$18,775,000, an increase of 19 percent over the previous year.

Gross capital expenditures in 1966 approximated \$68,300,000 and consisted of \$15,300,000 for plant and equipment and \$53,000,000 for machines and systems placed on lease.

Depreciation for 1966 amounted to \$33,468,000 compared with \$29,649,000 in 1965.

Eppert stated that funds provided from operations (cash flow) continue to increase rapidly and amounted to \$64,735,000 in 1966 against \$48,040,000 in 1965. On average shares outstanding this represents \$8.04 per share in 1966 versus \$6.50 in 1965.

Ray W. MacDonald, who, as President, will assume the added responsibility of Chief Executive Officer when Mr. Eppert retires on February 1, said total incoming orders in 1966 established all-time records and were 14 percent greater than the previous year. He stated the Corporation was entering 1967 with commercial backlogs 18 percent higher than they were at the beginning of 1966.

Chrysler President Wins Human Relations Award

Virgil E. Boyd, Chrysler Corporation president, has been named to receive the 1967 Human Relations Award of the Automotive Division of the Appeal for Human Relations. The award will be presented at a dinner on April 16 at the Waldorf-Astoria Hotel in New York.

Consumers Gas Warms Suburbia

Suburbia's good neighbor gas company is Consumers Power Company, whose West Wayne division, headquartered in Livonia, supplies natural gas to many Detroit area communities but not to Detroit itself.

Consumers Power Company's gas service goes far beyond suburbia, too, into much of Michigan.

In addition to its 67,000 customers in the West Wayne division, the company has more than 700,000 customers in parts of Michigan including Lansing, Flint, Saginaw, Bay City, Jackson, Kalamazoo, Pontiac and Royal Oak.

James P. Thomas, West Wayne division manager for Consumers Power, said the growth of his division service area required the investment of more than \$2,400,000 during 1966 on projects to expand and improve natural gas service in the area.

He said continued expansion of the company's gas distribution system saw installation of 50 miles of new pipelines, and the addition of over 3,800 new customers to the division system.

Related projects included the completion of the necessary additions to the gas transmission pipelines which bring gas into the area from the company's state-wide system of transmission and storage facilities.

He said the division encompasses 260 square miles of the

western part of Wayne County and includes the communities of Farmington, Livonia, Wayne, Northville, Novi and Plymouth.

Some major Consumers Power Company natural gas projects completed in 1966 in other parts of Michigan will have direct benefits for West Wayne area customers of the company, he added.

Principal among these was the installation of new underground natural gas storage facilities in the St. Clair and Macomb county areas, where the company keeps billions of cubic feet of gas in warm weather for distribution to customers as demands increase in the colder months of the year.

"The company's facilities in the St. Clair region have attracted considerable attention in the gas industry because they are highly automated and computerized, providing our operators with a 'reading' every two minutes, automatically, to reveal conditions throughout this general area.

"This means that the operating conditions in our towns like Livonia, and so on, are immediately reflected in the dispatcher's office, and stronger gas service to all customers is the result."

Thomas said the company's plans for 1967 in the area involve numerous construction projects, the details of which he plans to announce later.