The Stroller:

Rationing And Shortages Nothing New

By W. W. EDGAR

Now that we are in the throes of another threat of gasoline rationing, reduced speed limits and fuel shortages, many of the younger generation are fearful of what life is going to be like under the proposed scheme of doing things.

Ever since President Nixon let his plans be known for meeting the crisis and averting further cutbacks in the standard of living to which we have grown accustomed, there has been a growing fear that things are going to be terrible–that we'll be cooped up in our homes without the everyday use of a car and that even then we'll be fighting off pneumonia or freezing in the lowered temperatures of our living rooms.

But take it from a fellow who has been through these periodical crises for years, things just couldn't be as bad as–or worse than–we have had it in the past.

Through the years, The Stroller has lived through payless paydays and times when he was paid with scrip (homemade money) instead of cash. He has survived meatless days, part-time work and layoffs when groups used to gather in the volunteer fire hall, chip in to purchase a pound of beans and a ham bone to make soup for sustenance during the day.

And there was one period, while working on one of the major newspapers, when the staff suffered three 10 per cent pay cuts within seven days.

Not only was money scarce in those days, but one almost had to wonder where the next meal was coming from–in this land of plenty.

All these things were bad enough. But what would you think today if you were asked to help out in the crisis by eating 'colored lard'? Sounds far-fetched, eh?

Well, that's what we did some years ago when oleomargarine was introduced as the substitute for butter.

This oleomargarine came in the block form of butter–only it was white.

With each pound block, you received a capsule of vegetable coloring and you had to mix it if you wanted it to appear the color of regular butter.

First, it came in forms that you could put in a mixing bowl and the coloring was added and mixed in during this whirling process.

But to most families–those that lacked a mixer–it was a task of placing the "lard" in a large pan and working in the coloring by hand.

The Stroller can still see his mother working in the coloring in actions much like kneading dough when she was baking bread. And he still shudders at the very thought of it.

Along with the "lard" came a meat concoction called "Spam" and between the two we had a terrible time of it.

It's a funny thing, though, that through the years these things caused habits to change and we now have yellow margarine on most tables (many people prefer it to butter) and we have pressed ham– all refinements of "colored lard" and Spam.

So, no matter what happens and what we are asked to do, it won't be any worse–maybe not as bad– as many things we already have endured in times of stress.

U-M Economic Forecast Optimistic

ANN ARBOR

Continued but moderating increases in both state personal income and total employment and some weakness in the automobile market highlight the 1974 economic forecast for Michigan.

The forecast was presented at the University of Michigan's conference on the economic outlook.

Profs. Saul H. Hymans and Harold T. Shapiro based their projections on a new model of the Michigan economy prepared for the first time last year by the U-M Research Seminar in Quantitative Economics.

State personal income is forecast to increase by 7.4 per cent, down three percentage points from 1973, while total employment is expected to grow by nearly 50,000 or about 1.5 per cent, which is only one-third as much as the increase in 1973.

The U-M economists predict that government and services employment will lead with a growth rate of 4.5 per cent for 1974 while manufacturing is seen as the weakest sector with a decline in employment of just over two per cent.

"The decline which we forecast for manufacturing employment may be somewhat too great," Hymans and Shapiro said, "as employers may respond to the weaker demand for manhours by cutting average hours worked – particularly through overtime – to a greater extent than is reflected in our model.

"The principal factor underlying the declining growth rates forecast for both personal income and employment is the weakness which we forecast for consumer purchases of domestic automobiles...The share in gross national product (GNP) of consumer expenditures on domestic autos is projected to decline from 5.2 per cent in 1973 to 4.6 per cent in 1974."

The U-M economists forecast a decline in total unit auto sales from the 11.7 million rate of 1973 to a 10.2 million rate for 1974, a decrease of 1.4 million units.

Hymans and Shapiro estimated that the relative decline forecast for the auto market might cost the state: about $850 million in personal income; nearly 24,000 jobs, concentrated primarily in manufacturing; and about one-half percentage point on the unemployment rate.

"These are clearly quantitatively large impacts, and account for perhaps a third of the overall degree of slowdown which we are forecasting for 1974," they explained.

Other highlights from their forecast:

"With the growth in the labor force forecast at 1.7 per cent for the coming year, the employment patterns...imply a small increase in the unemployment rate to seven per cent for calendar 1974.

"The pace of inflation – as measured by the consumer price index for Detroit – is expected to continue unabated. For the year as a whole we forecast the rate of price increase at 6.8 per cent, compared with 6.5 per cent for 1973. This continued inflationary pressure is largely generated by conditions in the national economy, particularly the large anticipated increases in fuel and energy prices.

"Sales tax revenues are forecast to increase by 7.3 per cent and four per cent in fiscal years 1974 and 1975 respectively. This drop-off is the direct effect of the declining growth rates being projected for state personal income and therefore retail sales as well (No allowance is made for changes in sales tax rate or applications).

"State personal income tax revenues are forecast to grow at a 6.6 per cent rate in fiscal 1974 and at a very low 1.1 per cent rate for fiscal 1975. In both years tax revenues from this source will grow at a slower rate than personal income or adjusted gross income. In fiscal 1974 this is explained by the lower effective tax rate generated by an expected decrease in overtime hours, as well as the increased personal exemption level which becomes effective as part of the state's newly enacted tax relief program on Jan. 1, 1974.

Fuel Rationing 'Can't Be Fair'

ANN ARBOR

Consumer rationing of gasoline would be the worst of all possible ways of dealing with the gas shortage, says Prof. Ross J. Wilhelm of the University of Michigan Graduate School of Business Administration.

The attempt to ration the available supplies of gasoline with coupons and priorities administered by an enormous bureaucracy, Wilhelm insists, would result in "an enormous mess" – including black market and criminal activity. He suggests rationing through the use of higher prices.

The U-M business economist explains his stand this way:

"To begin with, gasoline rationing could not possibly be fair because the government has no possible way of knowing the needs and relative importance of the needs for gasoline among the users across the nation.

"As a consequence, apart from perhaps establishing some groups of users, such as farmers, as having a higher priority than others, the basic means of rationing would be to divide the available supplies equally among the rest of us and ignore the fact that the needs of some are vastly greater than the needs of others.

"The net consequence will be that we will see a black market develop in the ration coupons as those whose needs are greatest will bid up the price of the coupons, while those whose needs are less will sell their coupons. In no small measure there will be a flow of coupons from the northern and southern parts of the country toward the center of the nation.

"The reason for this is that those who live on the Canadian and Mexican borders will be able to drive across the border and obtain the gas they need. Thus as the black market for gas coupons develops, those who live near the border will find they can make money by selling their coupons and buying their gas in Canada and Mexico."

Wilhelm says there is uncertainty about whether diesel fuel and fuel oil would also be rationed, and indicates another problem may lie here:

"If they do ration diesel fuel and do not ration fuel oil," he explains, "we also will see people selling fuel oil for use in diesel vehicles. It has been an open scandal for years that many owners of diesel-powered vehicles regularly burn fuel oil and thus avoid the state and federal fuel taxes.

"Part of our fuel oil problem today arises because of this diversion of fuel oil secretly into transportation use. Paradoxically, if we were to raise the price of fuel oil up significantly higher than diesel oil, we probably would end up with more fuel oil for homes.

"In addition we can be certain that gasoline rationing will be a boon to organized crime. During World War II criminals counterfeited gas ration coupons."

Wilhelm concludes: "The only sensible way to ration gasoline is to do it through the use of higher prices. There is a price at which the demand would equal the supply. At this price individuals can decide for themselves how much they need gas or whether they would prefer to use other means of transportation."

CITY OF FARMINGTON HILLS
PLANNING COMMISSION
PUBLIC HEARING
Thursday, December 20, 1973
8:00 P.M.

Farmington Hills City Hall, 31555 Eleven Mile Road
Farmington Hills, Michigan 48024

The City of Farmington Hills Planning Commission will give formal consideration to a proposed amendment (Rezoning Request No. 23-10-73) which would rezone part of the northeast ¼ of Section 3, Farmington Township, Oakland County, Michigan, being more particularly described as:

Land situated in the Township of Farmington, County of Oakland, Michigan–described as commencing at the NE corner of the W 39.85 acres of the NE ¼ of Section 3, Town 1 North, Range 9 East; thence W 16 rods; thence S 20 rods; thence E 16 rods; thence N 20 rods to the point of beginning.

The property lies west of Hunters Ridge apartments, and has an address at 32015 West Fourteen Mile Road.

The above mentioned request would rezone the above mentioned property from its present RA-1, Single Family Residential District classification, to RO-2, Multiple Family Residential District classification. The proponent in this matter is Alex Kraft, who seeks this rezoning in order to construct apartments on the property.

Any person who is interested is invited to participate in the discussion of the proposed change. Blueprints, maps and zoning text may be observed at the Farmington Hills City Hall on any business day between 8:30 A.M. and 4:30 P.M.

DOUGLAS MANN, Chairman
City of Farmington Hills Planning Commission

Publish: December 5, 1973.

CITY OF FARMINGTON HILLS
PLANNING COMMISSION
PUBLIC HEARING
Thursday, December 20, 1973
8:00 P.M.

Farmington Hills City Hall, 31555 Eleven Mile Road
Farmington Hills, Michigan 48024

The City of Farmington Hills Planning Commission will give formal consideration to a proposed amendment (Rezoning Request No. 36-10-73) which would rezone part of the southeast ¼ of Section 19, Farmington Township, Oakland County, Michigan, being more particularly described as:

Commencing at the S ¼ corner of said Section 19, thence due South along the E line of said Section 19, 402.14 feet to the point of beginning; thence continuing due South, along said E line, 806.02 feet; thence S 89 degrees 42' 40" W 432.80 feet; thence N 00 degrees 00' 33" E 201.44 feet; thence due N 604.58 feet; thence N 89 degrees 42' 40" E 432.20 feet to the point of beginning, containing 8.0 acres more or less.

The property lies on Halstead Road, just north of Hallwood Court, and has an address of 24505 Halstead Road.

The above mentioned request would rezone the above mentioned property from its present RA-3, Single Family Residential District classification, to LI-1, Light Industrial District classification. The proponent in this matter is the Thompson-Brown Company, which seeks this rezoning in order to develop the property for industrial purposes.

Any person who is interested is invited to participate in the discussion of the proposed zoning change. Blueprints, maps and zoning text may be observed at the Farmington Hills City Hall on any business day between 8:30 A.M. and 4:30 P.M.

DOUGLAS MANN, Chairman
City of Farmington Hills Planning Commission

Publish: December 5, 1973

CITY OF FARMINGTON HILLS
PLANNING COMMISSION
PUBLIC HEARING
Thursday, December 20, 1973
8:00 P.M.

Farmington Hills City Hall, 31555 Eleven Mile Road
Farmington Hills, Michigan 48024

The City of Farmington Hills Planning Commission will give formal consideration to a proposed amendment (Rezoning Request No. 13-3-73) which would rezone part of the southwest ¼ of Section 28, Farmington Township, Oakland County, Michigan, being more particularly described as:

Parcel No. 1: A parcel of land being a part of Lots 1 through 7 of "Manzel Subdivision," a subdivision of part of the SW ¼ of Section 28, Town 1 North, Range 9 East, Farmington Township, Oakland County, Michigan, except that part taken for Interstate Highway I-96, being also a part of W ½ of the SW ¼ of Section 28, Town 1 North, Range 9 East, Farmington Township, Oakland County, Michigan, lying south of said "Manzel Subdivision" described as follows:

Beginning at a point located distant N 89 degrees 23' 00" E 1315.22 feet along the south line of Section 28 and centerline of Nine Mile Road from the SW corner of Section 28, Town 1 North, Range 9 East, Farmington Township, Oakland County, Michigan, proceeding thence N 00 degrees 27' 54" W 250.00 feet; thence S 89 degrees 23' 00" W 1003.00 feet; thence N 00 degrees 23' 50" W 1207.00 feet to a point on the southerly right-of-way line of Interstate Highway 96 (268.00 feet wide); thence S 76 degrees 07' 57" E 1054.15 feet along said right-of-way line; thence S 00 degrees 00' 02" E 1096.02 feet to a point on the centerline of Nine Mile Road and south line of Section 28; thence S 89 degrees 33' 00" W 238.64 feet to the point of beginning and containing 18.000 acres of land, more or less, subject to the rights of the public in Nine Mile Road.

Parcel No. 2: A parcel of land being a part of Lots 1 through 4 of "Manzel Subdivision," a subdivision of part of the SW¼ of Section 28, Town 1 North, Range 9 East, Farmington Township, Oakland County, Michigan, except that part taken for Interstate Highway I-96, being also a part of west ½ of the SW ¼ of Section 28, Town 1 North, Range 9 East, Farmington Township, Oakland County, Michigan, lying south of said "Manzel Subdivision" described as follows:

Beginning at the SW corner of Section 28, Town 1 North, Range 9 East, Farmington Township, Oakland County, Michigan, proceeding thence N 00 degrees 23' 50" W 1321.09 feet along the W line of said Section 28 to a point on the centerline of Drake Road to a point on the southerly right-of-way line of Interstate Highway 96 (268.0 feet wide); thence S 76 degrees 07' 57" E 226.03 feet along said right-of-way line; thence S 00 degrees 23' 50" E 1207.00 feet; thence N 89 degrees 23' 00" E 1003.00 feet; thence S 00 degrees 27' 54" E 250.00 feet to a point on the south line of said Section; thence S 89 degrees 23' 00" W 1315.22 feet along said Section line to the point of beginning and containing 14.6580 acres of land, more or less, subject to the rights of the public in Drake Road and Nine Mile Road.

The property is on the southeast corner of Drake and Lytle Roads.

The above mentioned request would rezone the above described Parcel No. 1 from its present RA-2, Single Family Residential District classification, to RO-2, Multiple Family Residential District classification. The above mentioned request would also rezone the above described Parcel No. 2 from its present RA-2, Single Family Residential District classification, to RA-3, Single Family Residential District classification. The proponent in this matter is Bruce Polesher, who seeks this rezoning in order to construct a mixed residential development on the property.

Any person who is interested is invited to participate in the discussion of the proposed zoning change. Blueprints, maps and zoning text may be observed at the Farmington Hills City Hall on any business day between 8:30 A.M. and 4:30 P.M.

DOUGLAS MANN, Chairman
City of Farmington Hills Planning Commission

Publish: December 5, 1973.

CITY OF FARMINGTON HILLS
PLANNING COMMISSION
PUBLIC HEARING
Thursday, December 20, 1973
8:00 P.M.

Farmington Hills City Hall, 31555 Eleven Mile Road
Farmington Hills, Michigan 48024

The City of Farmington Hills Planning Commission will give formal consideration to a proposed amendment (Rezoning Request No. 30-9-73) which would rezone part of the northeast ¼ of Section 14, Farmington Township, Oakland County, Michigan, being more particularly described as:

Parcel No. 1: Part of the NE ¼ of Section 14, Town 1 North, Range 9 East, Farmington Township, Oakland County, Michigan, being described as: Beginning at a point on the N line of Section 14, said point being N 89 degrees 20' 30" W 368.31 feet from the NE corner of Section 14, Town 1 North, Range 9 East; thence S 0 degrees 39' 30" W 220.0 feet; thence N 89 degrees 20' 30" W 198.8 feet; thence N 0 degrees 39' 30" E 220.0 feet; thence along the N line of Section 14, S 89 degrees 20' 30" E 198.0 feet to the point of beginning; containing 1.00 acres more or less.

Parcel No. 2: Part of the NE ¼ of Section 14, Town 1 North, Range 9 East, Farmington Township, Oakland County, Michigan, being described as: Beginning at a point on the S line of Twelve Mile Road, said point being N 89 degrees 20' 30" W 368.31 feet and S 0 degrees 39' 30" W 60.0 feet from the NE corner of Section 14, Town 1 North, Range 9 East; thence along the said S line of Twelve Mile Road, S 89 degrees 20' 30" E 198.58 feet; thence S 6 degrees 34' 45" W 160.0 feet; thence N 89 degrees 20' 30" W 149.38 feet; thence N 0 degrees 39' 30" E 180.0 feet to the point of beginning, containing 0.55 acres more or less.

The property lies approximately 900 feet west of Middlebelt Road on the south side of Twelve Mile Road.

The above mentioned request would rezone the above described Parcel No. 1 from its present RA-2, Single Family Residential District classification, to B-1, Local Business District classification. The above mentioned request would also rezone the above described Parcel No. 2 from its present O-1, Office District classification, to B-1, Local Business District classification. The proponent in this matter is Gateways Associates, who seeks this rezoning in order to construct stores on the property.

Any person who is interested is invited to participate in the discussion of the proposed zoning change. Blueprints, maps and zoning text may be observed at the Farmington Hills City Hall on any business day between 8:30 A.M. and 4:30 P.M.

DOUGLAS MANN, CHAIRMAN
City of Farmington Hills
Planning Commission

Publish: December 5, 1973.

OGLESBY and OGLESBY, Attorney, 33314 Grand River Avenue, Farmington
STATE OF MICHIGAN, PROBATE COURT FOR THE COUNTY OF OAKLAND, File No. 114,678. NOTICE OF HEARING AND FOR PRESENTMENT OF CLAIMS.

Estate of HAZEL SHEARER, a/k/a Hazel A. Shearer, Deceased.

TAKE NOTICE: That on December 11, 1973, at 9:00 a.m. in the Probate Courtroom, Pontiac, Michigan, a hearing will be held before the Honorable DONALD E. ADAMS, Judge of Probate, on the petition of Norman B. Lawton requesting the granting of general administration to Helen V. Lawton, 600 W. Brown, Birmingham, Michigan, or some other suitable person, and to determine the heirs-at-law of the deceased.

CREDITORS of the deceased are notified that all claims against the estate must be presented to said HELEN V. LAWTON at 600 W. Brown, Birmingham, Michigan, and copies of the claims and proof of service thereof must be filed with the Court on or before February 5, 1974.

Notice is further given that the estate will be thereafter assigned to persons appearing of record entitled thereto.

Dated: November 16, 1973
Attorney for Petitioner: Oglesby & Oglesby, Edwin R. Oglesby No. 15720, 33314 Grand River Avenue, Farmington, Michigan 48024, 476-1222
Norman B. Lawton, Petitioner, 600 W. Brown, Birmingham, Michigan
Newspaper: Farmington Enterprise & Observer
Publish: November 28, December 5 and 12

ADVERTISEMENT FOR BIDS

SANITARY SEWER
AND WATER MAIN INSTALLATIONS
IN THE
CITY OF FARMINGTON HILLS, MICHIGAN

Sealed proposals for furnishing all labor, material and equipment for installing approximately 2970 lin. ft. of 8 inch and 8 inch sanitary sewer in Rhoenwood Avenue from Bade to Drake Road, S.A.D. #C31 and 475 lin. ft. of 8 inch water main in Herndonwood Drive S'ly of Twelve Mile Road, all sewer and water work including necessary appurtenances will be received by the City of Farmington Hills at the office of the City Clerk until 10 o'clock A.M., E.S.T., Thursday, December 13, 1973, at which time and place the bids will be publicly opened and read. No bid may be withdrawn after scheduled closing time for at least thirty days.

Contract documents including necessary plans may be examined at the office of the City Clerk or may be examined or procured at the office of the Engineers after noon, Tuesday, December 4, 1973.

A deposit of $10.00 will be required for contract documents and plans necessary for bidding. Entire deposit will be refunded to bidders only on return of plans, in good condition within twenty (20) days. $5.00 will be refunded to non bidders after return of contract documents and plans in good condition within ten (10) days. Plans and specifications will be mailed upon receipt of separate check in the amount of $4.00, per set, not refundable. Bids may be rejected unless made on forms furnished with contract.

A certified check, bid bond or cashiers check acceptable to the Owner in the amount of 5% of bid, made payable to the City Treasurer, must accompany each proposal. The deposit of the successful bidder shall be forfeited if he fails to execute the contract and bonds within fourteen (14) days after award.

The City reserves the right to reject any or all bids, waive informalities or accept any bid it may deem best.

FLOYD CAIRNS, Clerk
City of Farmington Hills

PATE, HIRN AND BOGUE, INC.
19000 Twelve Mile Road
Southfield, Michigan 48076
November 29, 1973

Publish: December 5, 1973

CITY OF FARMINGTON HILLS
PLANNING COMMISSION
PUBLIC HEARING
Thursday, December 20, 1973
8:00 P.M.

Farmington Hills City Hall, 31555 Eleven Mile Road
Farmington Hills, Michigan 48024

The City of Farmington Hills Planning Commission will give formal consideration to a proposed amendment (Rezoning Request No. 26-9-73) which would rezone part of the southeast ¼ of Section 19, Farmington Township, Oakland County, State of Michigan, being more particularly described as:

A parcel of land in part of the S.E. ¼ of the S.E. ¼ of Section 19, T. 1 N., R. 9 E., Farmington Township, Oakland County, Michigan, more particularly described as beginning at a point distant N. 87 degrees 55' 20" E., 1425.56 feet, along the South line of said Sec. 19 and N. 00 degrees 44' 40" W., 51.75 feet from the S. ¼ corner of said Sec. 19; thence N. 00 degrees 44' 40" W., 201.86 feet; thence N. 89 degrees 15' 20" E., 150.00 feet; thence S. 00 degrees 44' 40" E., 24.00 feet; thence N. 89 degrees 15' 20" E., 200.26 feet to a point on the West line of I-96 Highway; thence along the said West line, S. 00 degrees 22' 20" E., 42.00 feet; thence S. 89 degrees 15' 20" W., 200.00 feet; thence S. 00 degrees 44' 40" E., 171.97 feet to a point on the North line of Grand River Ave.; thence along the said North line, along an arc of a curve to the right, having a radius of 1860.08 feet, an arc distance of 153.88 feet, and chord bears N. 77 degrees 55' 34" W., 153.83 feet to the point of beginning and contains 41,005 square feet or 0.941 acres.

and

A parcel of land in part of the S.E. ¼ of the S.E. ¼ of Section 19, T. 1 N., R. 9 E., Farmington Township, Oakland County, Michigan, more particularly described as beginning at a point distant N. 87 degrees 55' 20" E., 1425.56 feet, along the south line of said Sec. 19 and N. 00 degrees 44' 40" W., 51.75 feet from the S. ¼ corner of said Sec. 19; thence along an arc of a curve to the right along the North line of Grand River Ave., having a radius of 1860.08 feet, an arc distance of, 241.44 feet, and chord bears N. 71 degrees 00' 00" W., 241.44 feet to the S.E. corner of "Supervisor's Plat No. 11" as recorded in Liber 15 of plats on Page 53 (O.C.R.); thence along the East line of said "Supervisor's Plat No. 11," N. 00 degrees 27' 20" W., 1068.34 feet, to a point on the West line of I-96 Highway; thence along the said West line of I-96 the following courses and distances: along an arc of a curve to the right, having a radius of 6423.75 feet, an arc distance of 559.4 feet, and chord bears S. 28 degrees 19' 12" E., 559.03 feet; and S. 25 degrees 42' 20" E., 681.60 feet; and S. 19 degrees 53' 40" E., 420.40 feet; and S. 00 degrees 22' 20" E., 43.50 feet; thence S. 89 degrees 15' 20" W., 200.26 feet; thence N. 00 degrees 44' 40" W., 24.00 feet; thence S. 89 degrees 15' 20" W. 150.00 feet; thence S. 00 degrees 44' 40" E., 201.84 feet to the point of beginning and contains 588,480 square feet or 13.509 acres.

and

Lots 2 through 7 inclusive, Supervisor's Plat No. 11, being part of the S.E. ¼ of Section 19, T. 1 N., R. 9 E., Farmington Township, Oakland County Records, Oakland County, Michigan.

All land described above being located in the City of Farmington Hills, Oakland County, Michigan.

The above mentioned request would rezone the above mentioned property from its present LI-1, Light Industrial District classification, to B-3, General Business District classification. The proponents in this matter are J. Sinacola and Gerald Main, who seek this rezoning in order to construct a shopping center on the property.

Any person who is interested is invited to participate in the discussion of the proposed zoning change. Blueprints, maps and zoning text may be observed at the Farmington Hills City Hall on any business day between 8:30 A.M. and 4:30 P.M.

DOUGLAS MANN, Chairman
City of Farmington Hills Planning Commission

Publish: December 5, 1973

CITY OF FARMINGTON
ORDINANCE NO. C 339-73

AN ORDINANCE TO AMEND THE CODE OF THE CITY OF FARMINGTON BY ADDING A NEW CHAPTER, WHICH NEW CHAPTER SHALL BE DESIGNATED AS CHAPTER 23 OF TITLE II, UTILITIES AND SERVICES, OF SAID CODE

THE CITY OF FARMINGTON ORDAINS:

SECTION 1 - Permission is hereby granted to THE DETROIT EDISON COMPANY, incorporated under the laws of the States of Michigan and New York, its successors and assigns, to construct, maintain and operate in the public streets, highways, alleys and other public places in the City of Farmington, Oakland County, Michigan, all needful and proper poles, towers, mains, wires, pipes, conduits and all such lines and other apparatus required for the transmission, transforming and distribution of electricity for public and private use, and to transact a local electric business within said City, subject, however, to all conditions and restrictions hereinafter contained.

SECTION 2 - The conditions of the foregoing grant are as follows:

A - The grantee shall do no injury to any street, highway, alley or other public place, or to any shade trees, or in any manner disturb or interfere with any water or gas pipes, or with any public or private sewer, now or hereafter laid or constructed by any authorized person or corporation.

B - The City may, in its discretion, grant permission for the trimming of trees when necessary to make the lines safe and accessible, such trimming to be done under its supervision.

C - The construction of the said lines shall be in accordance with the rules and regulations of the Michigan Public Service Commission or its successor.

D - The said grantee, before entering upon any street, highway, alley or other public place for the purpose of erecting and constructing any poles, mains, wires, pipes, conduits, or other apparatus, shall in writing notify the City or its representatives of the proposed construction, and shall, if the City so requires, file with them a sufficient plan and specification, showing the nature and extent of the proposed erection and construction.

E - No street, highway, alley or public place shall be allowed to remain open or encumbered by the construction work of the said grantee for a longer period than shall be necessary to execute the said work, and the grantee shall at all times conform to all ordinances of the City, now or hereafter in force, relative to the fencing and lighting of obstructions and excavations.

F - The grantee shall save the City harmless from any judgment that may be recovered against the City by reason of the wrongdoing or negligence of the said grantee in the erection and maintenance of said poles, mains, wires and other apparatus or construction.

G - Said grantee shall make the provision upon forty-eight hours notice in writing by raising its wires or otherwise, for the passage of any barn, building or other structure on or over any street, highway, or public place occupied by the mains, wires, poles and apparatus of said grantee.

H - This franchise is not exclusive.

SECTION 3 - In consideration of the granting of this franchise, grantee agrees that its rates and charges for electric service in the City of Farmington shall not exceed its rates and charges for life service elsewhere in its service area, evidenced by its uniform rate schedules at the time on file with and approved by the Michigan Public Service Commission. It is understood that the grantee is subject to regulation by the Michigan Public Service Commission and that any order, rule, or regulation by that Commission, or its successor, will prevail over any regulation herein contained or provided for in case of conflict.

SECTION 4 - Grantee having heretofore filed its unconditional acceptance to the terms of this franchise, this franchise shall take effect upon enactment of this franchise ordinance by the City Council following approval of this franchise ordinance, by the affirmative vote of three-fifths of the electors of said City, voting upon this franchise ordinance at a special election to be held on Tuesday, the 6th day of November, 1973, as provided by the Statutes and the State Constitution, this franchise ordinance having first been referred to the electors by action of the City Council on Monday, the 16th day of July, 1973.

SECTION 5 - This Franchise and Ordinance shall be and remain in force for thirty (30) years from and after the date of its enactment following approval by the electors of the CITY OF FARMINGTON, Oakland County, Michigan.

SECTION 6 - Nothing in this grant shall be construed to alienate the title of the public to and in any street, highway, alley or public place or any portion thereof, neither shall anything herein be construed in any manner as a surrender by the CITY OF FARMINGTON of its legislative power with respect to the subject matter hereof, or with respect to any other matter whatsoever; nor as in any manner limiting the right of the said CITY OF FARMINGTON to lawfully regulate the use of any street, avenue, highway or public place within its jurisdiction.

This ordinance was introduced at a regular meeting of the City Council on June 4, 1973, was adopted and enacted at a regular meeting of the Council on July 16, 1973, and will take effect following approval of this franchise ordinance by the affirmative vote of three - fifths of the electors of the CITY OF FARMINGTON voting upon this franchise ordinance at a regular election to be held Tuesday, November 6, 1973.

ROLL CALL
AYES: Seibert, Tupper, Yoder, Allen, Richardson
NAYS: None
ABSENT: None

RALPH D. YODER, Mayor
NEDRA VIANE, City Clerk

I hereby certify that the grant of the foregoing franchise was confirmed by the electors of the City of Farmington, Oakland County, Michigan, at a regular election held November 6, 1973 by a vote of Yeas - 1182; Nays - 128 and adopted by the City Council as confirmed by a vote of the electors of the City of Farmington, Oakland County, Mich. on November 19, 1973 at a regular meeting of the Council:

Nedra Viane, City Clerk

Publish: December 5, 1973