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EDITORIAL

THE THREE-CENT GASOLINE TAX

Among the attacks made on the administration of Governor Fred W. Green by his opponent for the Republican nomination, George Welsh, is one upon the present three-cent gasoline tax. Mr. Welsh proposes to remove this levy, which he considers a rilling of the pockets of Michigan taxpayers in an unfair way.

But politics aside, there probably never has been a more just and fair levy than the gasoline tax. The gasoline tax works to place the cost of roads upon those who contribute to their wearing down. Particularly does it levy upon the operators of heavy trucks, which use a great deal more fuel than passenger cars.

Anyone who lives in this section or has watched truck traffic, particularly on Grand River, where heavy long-distance trucking is of great volume, knows what these trucks do to roads. If a small hole develops, a passenger-car goes into and out of the hole with little damage. But a few heavy trucks enlarge the break and crack the edges further, and further until extensive repair is necessary. The trucks also break down new roads much faster than hundreds of passenger-cars.

It is only just, then, that those vehicles causing the most wear on the roads should pay most for their upkeep. Otherwise the public at large must shoulder an added burden. Many a motorist who has never travelled on Grand River, for instance, who may be in the Upper Peninsula, might otherwise be called upon to pay a portion of the cost which should be borne by the truck-owners that use Grand River day and night for their profit.

The three-cent gasoline tax locates the road-cost where it should be placed, upon the users of roads, more accurately than any other method; it also taxes most heavily those whose vehicles cause most of the wear upon roads. For these reasons the tax is a just one—it protects the large number of tax-payers from an unfair share of road-tax burden. It should be maintained.

NORMAN C. ORR

Outstanding among Oakland County candidates for office at the primary Tuesday is one young man who has achieved an enviable reputation and an exceptional following among Republicans of the County. He is Norman C. Orr, first assistant prosecuting attorney, for whom there has probably been more unsolicited campaign support than any other candidate.

On his experience alone, Mr. Orr would be entitled to serious consideration for the prosecuting attorney's office. Serving as first assistant and trying the majority of the County's cases for two years, would give any man a familiarity with the work which would be a distinct advantage. And certainly there must exist possibilities of promotion in the work, else promising young lawyers will not be available to the

The Blind Man

Pity the man who cannot see
Any flower nor bird nor bee;
Never seeming his lot to behold
Beautiful plants or buds unfold.
Living in darkness day by day,
Never stopping along the way.
To note the beauty of each little bird,
But only the chirp of its song can be heard.
Dumb to the sight of the bright blue sky,
Or watching the fleecy clouds roll by;
Or the big red sun as it sinks in the West:
The twilight hour when the earth's at rest.
He dwells in a world of darkness black,
In other realms the joy he'll seek.
With the hum of the bees and song of the lark,
He's mindful not that he lives in the dark.
For he's thrilled with the voice of the human tongue
And listens with joy to songs that are sung;
His life is not one of deep despair,
For he gathers much beauty everywhere.

—M. Marie Walling.

County for the prosecutor's office. But even should this experience be forgotten, Mr. Orr remains an exceptional candidate, for his record is an unusual one. Not always, or often, does an assistant prosecutor achieve a reputation throughout the County and beyond, such as Mr. Orr has gained. Undoubtedly he has earned most of that reputation by not only seeing things as they are, but saying them. His courage in speaking his mind in open court, whether it hurts or helps the case he is trying, is refreshing indeed, in these days when much of the effort in the courtroom seems to be aimed, not at bringing out the truth, but merely at winning verdicts.

Mr. Orr's record indicates that the Republican voters of Oakland County will not be making a mistake if they nominate him for prosecutor next Tuesday.

"THE SADDEST OF THE YEAR"

It was in November, if memory does not fail, that "The melancholy days have come" was written by one of America's poets. And November's days are called "the saddest of the year."

But while the poet achieved one of America's best-known poems, she apparently never went to school—or enjoyed a vacation. For any child you meet will tell you that this week's days are the saddest, and fastest-passing of the year. School starts next week.

Inventors and engineers are doing strange things nowadays, to time. As we travel faster we come nearer to "eliminating" it. Yet no inventor has ever been born, or will be, who can make these last few days before school opens, halt in their mad rush. No one can make the new year's first school-day, that seemed so far away a few weeks ago, recede again into the far-distant future. No one can ward off from the child-mind and the child-heart this little bit of life's stern reality which adult life faces so often.

But stay!—the impossible has been achieved—even though by an accident, in Farmington. The newly-varnished school floors will not be ready for tramping feet until Wednesday, so Monday's respite is gained. There is sunshine mid the clouds for Farmington boys and girls—even on the "the saddest days of all the year."

LETTERS TO THE EDITOR

To the Editor:

Two years ago next October a petition for the extension of the Ten-Mile road from Powers avenue to Grand River avenue, by way of Shiawassee was submitted to the Supervisors and approved and authorized by that Board. The County Road Commission acting on that authorization has had a survey and estimates made of the proposed improvement.

The plan to build the road across the valley including a bridge over the stream and pave the entire distance including Shiawassee from a point near Division street (Farmington road), to Grand River avenue with concrete.

The pavement to be from 24 feet to 30 feet wide as the particular local conditions may require.

One method of the project is estimated at not exceeding \$80,000. This cost will be distributed somewhat as follows: County, 25 per cent; City and Township, 25 per cent; 50 per cent. The abutting property and adjacent territory the remaining 45 per cent to 50 per cent as the benefits shall appear.

The tax thus levied on the City would be about 60 cents per \$1000 per annum for 10 years. The tax on abutting and adjacent property, it is thought, would be divided between the two about equally, estimating the abutting land at 7000 feet (the entire distance is over one mile). On the above basis the cost would be approximately \$3 per foot to be spread over 10 years. Adjacent territory rates would decrease as the distance from the improvement increased.

These figures, while not given as exact, cannot be far from the final. They are at least near enough to show that the costs and the proposed plan will be less than ever again.

Everyone knows that this community needs an adequate and safe road connecting the business section of the city with the country on the north. The valley is a barrier that hinders trade and traffic and is a serious handicap to the merchants and tradesmen of the community. Look at the map and notice the situation—Orchard Lake road on the east and Hatton road on the west are not through roads and if they were they are too far from the center of the city. Powers avenue, though nearer, ends at the south border and on the north terminates near the "Oaklands." Division street (now Farmington road), offers a solution. This road could be straightened and the awkward and periodic detour from Shiawassee to the Ten-Mile road eliminated, thereby providing a most excellent thoroughfare from north to south. This would be a real improvement, but would cost the taxpayers of Farmington more than the road as now proposed. Neither is it supposable that the County would sponsor such a proposition.

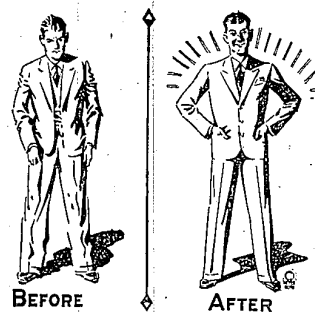
All things considered I still believe the road as now proposed is the best possible solution and is not a costly enterprise if estimated in comparison with the results that will follow in better business, greater convenience to the public and in everything that goes to build a city.

In proportion to Farmington's size it needs this road as much as Detroit needs the thoroughfare that is now being built over the Detroit River.

There will then be direct connection with east as well as north, it will not on the shelf the idea of extending the Ten-Mile road westerly and detouring the commuters to Grand River, thereby making a "cut-off" that would be a real boon in its effects on Farmington City as the much-talked "short cut" on the south.

For two reasons I am writing this: First, to help to a more thorough understanding of the situation. Second, that I may go on record once more and more emphatically as favoring this road—not for any personal advantage that I can see—but because should the undertaking not be consummated, it is my wish that in the decades to come no one will say that the city official most responsible was indifferent to the need of such a road.

Wells D. Butterfield, Mayor.



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