

The Farmington Enterprise

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Editorial

GOOD CITIZENSHIP

No better instance of public spirit could be asked for than that which has brought forth the latest suggestion for solving Farmington's Ten-Mile road connection problem.

Whatever may be the merits of the proposal to abandon both the McGee Hill and "straight west" ideas, in favor of extending Farmington road straight north on the section line to the Dohney Farm, and whether or not the plan is adopted, a generous measure of commendation is due Henry Lee from the entire community for what he has done. With opinion on the McGee Hill proposition sharply divided, and the likelihood of a real debate when the next hearing is held, it was a demonstration of good citizenship, of a kind too rare, to attempt to provide a plan which would meet with the favor of all.

The idea has a good many strong arguments in its favor, and it is not beyond belief that if modern machinery had been available when the road was built, Farmington road would have been run straight north instead of making the double curve which now exists. In those days it would have been impossible, and for all that is known now, engineers may declare the idea impracticable. But that does not detract from the credit to be given Mr. Lee for his study of one of this community's perplexing problems. Nor will his inclination to remain in the background in the matter conceal the fact that through an open mind and a desire to benefit the entire community, he has suggested something well worth thinking about—and provided a good example for every other citizen.

POPULATION 8,500—
 VOTES, 599

When the question of changing the name and form of government of the village of Halfway was before the people of that community recently, 512 citizens voted for incorporation and for changing the name to the "City of East Detroit." Eighty-seven voted against the proposal.

The interesting feature of this election is not the alteration of name—probably most people will agree that Halfway was right about that, and perhaps incorporation too. But with only 599 citizens out of probably 2,000 voters voting on even so revolutionary a change as altering the community's very name—well, it is easy to believe Will Rogers' remark from New York City the other day that "You hear ten people back here ask 'Who is going to pitch for the Yankees tomorrow?' where you don't hear one ask, 'Who is going to be elected?'"

HASTINGS, N. Y.—AND
 FARMINGTON

Business problems, like traffic problems, are much the same in towns in different parts of the country. The difficulties that beset merchants of communities as far apart as Maine and California show a striking similarity. And much the same remedies are suggested

gested (though probably seldom tried out), for overcoming them.

Strikingly applicable to Farmington, however, is an editorial which appeared last week in the Hastings (N. Y.) News.

Because it outlines with exceptional clarity the problem to which it is addressed, and points with equal force to the remedy, we are glad of the opportunity to reprint it in full:

"THE MERCHANTS CAN HELP"

"It would seem to be self-evident to the merchants of Hastings that if they crowd the entrances to their own stores with their own cars and trucks, they will discourage the patronage of the people who desire to shop with them.

The man or the woman who runs down into the shopping section in his or her automobile to make a purchase or two should at least find the merchant welcoming him or her to his store.

"To force patrons to look about for parking space is to encourage them to drive away and go elsewhere for their needs.

"There is no doubt, of course, that trucks and automobiles are necessary for delivery purposes. But, as was recently brought out at the meeting of the Chamber of Commerce, it is not necessary for a storekeeper to park his car or his truck in front of his store the greater part of the day. The practice becomes poor business when it is remembered that an obstacle is placed in the path of the convenience of the patron.

"Modern merchandising methods are based upon the fundamental of that often-heard word—service. And service includes to an appreciable degree the promotion of the patron's convenience, often even at an expense to the merchant.

"In this case, it seems entirely up to the individual business man to correct an evil which harms him and his fellow business men as well. Individually and voluntarily the merchants can do a good deal to make shopping by automobile more convenient and thus encourage it."

Apparently Hastings, N. Y., business-men are going to tackle their problem because the Chamber of Commerce there, as the editorial indicates, has already had the matter under discussion. Undoubtedly, though, the business-men of Hastings will find, as they would find here, that solving a problem of this kind depends largely upon the extent to which the individual merchant is willing to recognize and promote what is after all only his own best interest. The answer to this will also decide more than the one question—it will determine, ultimately, whether he will continue long to have a business worth having.

Picked Up At Random

By Contributor

A LOOSE SCREW

It is the neglect of little things that cause a large share of life's troubles and worries. This is as true today as when Benjamin Franklin called attention to many self-made pitfalls and stumbling blocks in life's pathway. In Poor Richard's Almanack he says "for the want of a nail a shoe was lost, for the want of a shoe a horse was lost, for the want of a horse a battle was lost."

Up at Oxford there is much trouble and vexation of spirit. Life seems all drab and dreary despite the beauty and charm of a glorious autumnal season, all because of the deplorable condition of the Oxford-Lakeville highway.

This condition, the editor of the Oxford Leader states, is due to the fact that "there is a screw loose somewhere." The editor does not tell us just where the offending screw is located but is quite positive of its existence and but for neglect on the part of either the contractor or the county road commission that screw would not be functioning after the manner of all good and properly adjusted screws. And all would be well.

OUR CONSTITUTION

Last week was Constitution Week and probably some of our good and patriotic people took inventory of all the wonderful blessings that come to the United States under this document.

The honest citizens feel that that seemingly inspired document has been instrumental in securing to him liberty and his right to the pursuit of happiness, but how many can tell just what are their rights under it? Very few. Ask the man who travels close

to the border line between honesty and dishonesty; ask the crook; ask the predatory rich or the professional criminal and any one of them can tell you just what their rights are under the constitution.

It's their business to know. The honest man is safe in his faith.

THE BEAN NOW AN

ARISTOCRAT

Michigan's Thumb district is rejoicing over the abundance and quality of its 1928 bean crop, and well it should for the bean spells big and ready money for the farmer.

This once-humble legume has advanced in popular favor and now takes a place on the world's bill of fare with table aristocrats. No more is it the butt of ridicule, but an edible joy when properly prepared.

LETTERS TO
THE EDITOR

To the Editor of the Farmington Enterprise:

In your issue of September 20th a letter was published as written by a resident of the Noble District, who signed off as a Noble School District Tax Payer.

As I happen to be the person who requested the meeting at the Central School, Clarenceville, for the purpose of discussing consolidation, I feel that it is necessary to answer Noble School District Tax Payer's letter.

Mr. Taxpayer says at this past meeting, not many in the outlying districts seemed in favor of consolidation. I must confess to the truth of that statement but I am sure Mr. Taxpayer will agree with me, when I say that there were indeed few present at our discussion who hailed from the outlying districts and in reference to Mr. Wirsam's statement of his petition being turned down seven years ago, may I ask this question? Does Mr. Taxpayer expect the people of his district to set back the time seven years in order to find an argument against community welfare and progress?

I am sure there are some residents in our community who will examine the consolidation problem from other angles than that which is really a personal feeling and if Mr. Taxpayers is open-minded, willing to help his community, anxious to give his and other children in his community the best there is in schooling and wanting to reduce his taxes, he is going to come to the next meeting with the desire to do his duty toward his community by taking an active part in our coming discussions.

Why does Mr. Taxpayer believe the shoe pinches on the other side as he expressed it? The School Board at Clarenceville does not say nor have they said that they want consolidation. But my fellow board members are open-minded enough to want to hear the question argued and thrashed out and I am sure if consolidation can be shown to our Board members as a means of bettering school and community interests and welfare, that the Clarenceville School Board will forget self and accept consolidation.

Mr. Taxpayer's last paragraph, may I suggest that he visit the following communities:

Melvindale, Fordson, East Detroit, Warren, Hazel Park, Royal Oak, Lincoln Park, St. Clair Shores, Roseville, Center Line, Pleasant Ridge, Birmingham and many others too numerous to mention, but easily found by looking at any Detroit suburban map. I am sure if Taxpayer does this, he will find every community mentioned above is far more progressive and far-sighted than our own particular community and if Taxpayer looks farther, he will find the reason for this spirit of progress that is everywhere except here in our own communities.

He will find there are a sufficient number of citizens in each community who are big enough, broad enough and public spirited enough, to sacrifice their time, spend their energies and money in promoting their respective community's welfare. I am sure there are those in District No. 6 who, if given the opportunity to help further the interests of their community, would gladly help put consolidation across if they could find consolidation beneficial. It is my intention to appeal to those who are willing to examine consolidation with an open mind to go thoroughly through the entire subject and if found essential to our respective community's welfare to help sell it to those who are skeptical and I am asking all of those who are interested to attend our next discussion, the date of which will be announced later.

—W. Headerie.

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