

The Farmington Enterprise
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Editorials

The Right Time
There is quite evidently a difference of opinion as to whether the Farmington Storm Drain Sewer would be a good thing for the community, considering its estimated cost. Therefore, the wise course would be to obtain the very greatest amount of information possible on the subject before a decision is made.

It might be a prudent and profitable thing to engage a thoroughly competent drainage engineer, an expert who would study the situation in the proposed drainage area very thoroughly. This man should acquaint himself with every detail of the present facilities, and bring them to the public in the clearest possible way. Then he and the property-owners ought to make an attempt to foresee the future development and needs of this section. From these studies then, it ought to be possible to determine intelligently whether it is best to enter into a County project of the kind proposed or whether the City could better, as has been suggested, do some building of its own to relieve bad situations—the building to be done in such a way that the present work could become a part of the larger system which we will undoubtedly need later.

In any case, some work ought to be done now. Contracting conditions are more advantageous than they have been in many years. Even more important is the fact that next year and the year after, Farmington will undoubtedly come under the critical eyes of thousands of home-seekers, due to the widening of Grand River. Almost the first question they will ask will be whether Farmington can offer those conditions that mean so much to comfortable living—and of which adequate sewerage is perhaps the most important.

If the answer is unfavorable, Farmington may bid them good bye, and for always. We have many advantages, but none that will overcome a wet basement. So the time to put Farmington's sewer system in order, whether by the Farmington Storm Sewer or some less ambitious plan, is right now. Delay in this important matter will be a matter of much regret in the years to come.

Good Work For Safety
The mileage of concrete roads built in Oakland County this year, as reported by the Oakland County Road Commission Tuesday, is not the greatest ever completed in one season. But the Commission has done one thing this year which deserves a great deal of praise.

Many of Oakland's roads follow old trails, winding back and forth along their way. And numerous concrete roads built ten and fifteen years ago have followed the old windings. A familiar example of this is the Orchard Lake road, around Orchard and Pine Lakes. The road twists and turns, becoming more dangerous as driving speeds increase. Extra slabs of concrete have been laid on these sharp turns,

reducing the angle of the curves and making them much less difficult, as well as much safer. The Road Commission this year has very commendably directed much of its attention to making old roads safer, which is as important as building new ones.

Time To Stop It
If it were not for one fact, the people of this community could sit back and view the latest disruption in the Farmington police booth as a mere personal affair of no particular importance to the public. But unfortunately, this cannot be, simply because no police officer or officers can very well serve the people while there exists in headquarters such a commotion as has plagued the Farmington office for a long time.

Whatever the situation may be in regard to any individuals involved, this much is certain—Farmington, like every other community, has a right to expect that the peace officers stationed there be sufficiently free of internal disorder that they are able to devote their entire attention to the protection of those whose taxes help to pay their salaries.

Farmington has co-operated with the sheriff's office in every way. The City and Township joined in the building of a police booth, in accordance with the requirements stated. Bills for the maintenance have been paid by the governing bodies. Other financial assistance has been given, and it is safe to say that nothing reasonable has been asked which has not promptly been forthcoming.

Farmington, therefore, has a right to ask of Sheriff Schram that this turmoil be ended, and quickly. Farmington deserves well of Sheriff Schram, if political factors are to be taken into consideration (they never should be, but unfortunately they too often are). A year ago a club was formed here to support his candidacy and that of Prosecutor Norman Orr, and Mr. Schram was given an overwhelming majority of votes.

But the call for a thorough investigation of the situation, ferreting out the causes of trouble and eliminating them, need not rest on any political consideration. Common fairness to the people of Farmington demands it.

It would seem that a strong hand is required here in Farmington at this moment, and hereafter, to see that the end of this disturbance is the end of all of them. It is an ending that Farmington would be glad to see.

Woodward's Rapid Transit
—And Grand River

Other suburbs of Detroit may regard with interest, if not envy, the coming of rapid transit to the Woodward avenue communities. This one hundred million dollar plan of the Grand Trunk holds unpredictable developments for Royal Oak, Birmingham, Pontiac, and the other settlements along the line. Population ac-

companies rapid transit in huge numbers, and will on Woodward avenue.

Will this adversely affect Farmington's possibilities as a suburb seeking several thousand of Detroiters as home-builders and owners here? Will Woodward's rapid transit advantages remove or retard what has long been regarded as just around the corner—a big movement of population out Grand River?

It might seem so at first, but on reflection, another possibility presents itself. The Grand Trunk's work on Woodward may prove the greatest factor in the development of Grand River. Might it not work this way?—

Every suburb along every main artery leading out of Detroit has been and is clamoring for rapid transit. And of these it must be admitted that Woodward, with the greatest population area around it, would have had, if it were not for the plans of the Grand Trunk, the first claim upon governmental authorities for building of a rapid transit system. Woodward would have been first to get rapid transit, as it was first to get superhighway. Grand River, Grosse Pointe, would have had to wait until after Woodward was cared for.

Now, however, the public officials may consider themselves free of the Woodward problem, with the huge expense involved. Thus public funds will be sooner available for building a rapid transit system out Grand River (in case no private company desires to do so), than would ever have been possible if the Grand Trunk plan had not come into being.

Woodward's greatest project may thus strangely enough, be also one of the greatest factors in the development of Grand River.

COMMISSIONERS' PROCEEDINGS
Regular meeting of the Commissioners of the City of Farmington, held September 16. Called to order by Mayor Lamb at 7:35 p. m.

Minutes of the meeting of September 3 read and approved. Commissioners present, Otis Staman, Hogle, Hutton, Glidemeister and Goers.

The hiring of a day police officer was discussed by the Commissioners. It was moved by Otis and second by Hogle, that it be referred to a committee. Carried. Mayor Lamb appointed Hogle, Goers and Otis as the committee.

The Clerk received a communication from a tax payer in regard to the reckless and dangerous driving of an auto by a young man upon the streets of the city. It was read and referred to the Police Commissioner.

The bond of Ernest Fink, justice of the peace, was received and accepted by the Commission.

The Clerk was instructed to write to the Michigan Municipal League at Ann Arbor in regard to a proposed milk ordinance for cities the size of Farmington.

Mr. Spencer and Mr. Strait of the Oakland County Drain Commission office were present and exhibited blue prints of the proposed sewer system for our city. The estimated cost including general tax and the tax on lots will be about \$900,000.00 which might be taken care of by a bond issue extending over a period of 30 years. No action was taken.

Adjourned.

N. H. POWER, City Clerk.

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