

# The Farmington Enterprise

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## Editorials

### Great Grand River

Fortunately the Detroit Rapid Transit Commission has brought to the attention of the City Council the traffic situation on Grand River avenue in the City, a condition which has a most important bearing on the development of Farmington. The Rapid Transit Commission's urging strongly that Grand River avenue be widened to 120 feet as far as the Six Mile road means much to Farmington—if it is heeded.

Probably never before has the importance of Grand River avenue in the whole Metropolitan Area been so thoroughly and effectively revealed. The traffic count alone, showing an average of more than two thousand vehicles an hour passing Grand River and Grand boulevard, is astonishing. The fact that 36 per cent. of the City is served largely by Grand River as a thoroughfare to and from downtown is even more surprising.

We who are interested in Farmington's future may well pray that the Detroit City Councilmen will have, if only for a brief hour, the wisdom to turn aside from their campaigns for re-election and adopt the widening program recommended by the Rapid Transit Commission. If they do, they will have the thanks of the next generation of northwest section residents, if not all the votes of this one.

### A Tie—And Both Lose

The battle between Pontiac and the rest of the County over valuations is over and it appears that (as usually happens when there is a fight), both sides lost. Pontiac did obtain a reduction in percentage of valuation, from 34 to 31 per cent. But the amount that Pontiac has to pay is increased, and when taxpayers of that city come to dig down in their pockets for their taxes, the fact that the proportion Pontiac has to pay was reduced three per cent, isn't going to give them a whole lot of satisfaction.

As far as the rest of the County is concerned, the struggle was inevitable. The ever-increasing comment throughout the County that Pontiac was "getting away with" too low a valuation made it certain that some time the supervisors outside would unite in a movement to increase Pontiac's share, to satisfy their constituents, if for nothing else.

Pontiac's valuation was put up twenty-three million dollars. Yet with all due respect to the State Tax Commission, we submit that it is yet too low, at least in comparison with some Townships, such as Farmington for instance. Farmington is assessed at \$11,062,265. Thus they say that Farmington Township, in assets, is worth one-fourteenth of Pontiac, with its great industries. But, we wonder, if any of the members of the State Tax Commission owned the assets of the City of Pontiac, would they trade them for fourteen Farmington Townships? Hardly.

Possibly the County outside of Pontiac must make up its mind sooner or later that Pontiac will never be assessed what it should

be, because of the necessity for encouraging the industries located there, and inviting new ones. If this is the reason, and there might be much worse ones, it would be well that all the people of the County be informed of it and accept it, as a condition, along with the benefits of the County's industrial growth.

### Are There Drunken Drivers?

Editor E. R. Eaton of the Northville Record in a recent editorial takes issue with the Outlook and Independent, which describes Detroit as "sopping-wet Detroit." "Detroit is not sopping-wet," declares the Northville editor, and goes further to say that "there are few drunken drivers on the streets of that City or the highways running into Detroit. In the past two or three years, the writer has had much occasion to travel thoroughfares in and about Detroit. Not once during that time have we ever seen a drunken driver on the streets in Detroit or on the boulevards and highways leading into that city."

As to whether Detroit is "sopping-wet," or not, that must remain a matter of opinion. But as to the prevalence of drunken drivers, there are facts available, and if as many drunken drivers were arrested around Northville as there are around Farmington, the residents of our neighboring village would become incensed about it just as much as Farmington people do—or have a right to.

Are there drunken drivers on the highways around Detroit? Here are a few headlines from recent issues of the Farmington Enterprise, every one based on a report in the records at the Farmington police booth:

"Hit By Drunk Driver"—issue of Sept. 12.  
"Three Drunk Drivers Nabbed"—Sept. 5.  
"Drunk Driver Hits Large Truck"—July 25.  
"Drunk Driver Caught," fined \$85—"July 18.

These are just a few. There are many more. In fact, it is an unusual week when there is not one drunken driver booked at the Farmington booth. And the majority of them are residents of Detroit. So whether they are caught driving while drunk in that city, or manage to get out here before being picked up, is a matter of no importance, except to motorists whose cars they smash, and the hundreds of people they endanger on the roads around Farmington.

As a matter of fact, however, we cannot unfortunately, say that we have never seen a drunk driver in Detroit in the last few years, and undoubtedly the police records there would show that they are not, "few and far between," but very numerous, and in many parts of the city. The mere fact that not many are reported in the Detroit newspapers only goes to show that the arrest of a drunken driver in Detroit is so common as to be of little "news value."

All of southeastern Michigan has its drunken drivers, too many

of them. Possibly we might have less if the penalty were increased. The license-revocation period is too short. Some eastern States make a jail sentence mandatory (as it should be), also requiring the judge to revoke every drunken driver's license for a year. And, politics-ridden though these States may be, this is the one nut that "the boys with pull" have not been able to crack.

By first admitting that drunken drivers are too numerous, and making the penalty a real hardship, we will the sooner be able to clear the highways of them.

### Goodbye Rocking Chair!

Is the rocking chair to fall by the way, a victim of the fleeting whims of fashion? One alleged authority on home decoration insists that the "ensemble idea" is now the thing and that the rocking chair simply will not "fit in" with any grouping of furniture. Will we yet come to the time when the courts will recognize a valid reason for divorce in the fact that the husband simply will not "fit in" with the fashion of the furniture, or the color scheme of the parlor decorations or some other requirements of the fashions of the day in household matters? What every man knows—and most women, if they will but admit the truth—is that there is no seat more grateful to the tired human frame than an intelligently modeled rocking chair. By that we mean a rocking chair built in complete forgetfulness that there is any such thing as "fashion" in chairs; we mean chairs that are made to sit in instead of admire. Style has robbed us of a lot of things and we haven't done much protesting. But we'll be dog-gone if we don't propose to have something to say before we'll give up the good old-fashioned rocking chair.—Exchange.

### Teaching Safety

Several states have recently seen fit to throw a stronger safeguard around their rural school children, realizing that traffic on all highways is now so heavy as to make them almost as dangerous as city streets. One of the latest laws of this nature, passed by the State of Ohio, makes it compulsory for a motorist to come to a dead stop upon reaching a school bus that is standing in the road in the operation of taking on or discharging school pupils. In other words it is as much of a violation of the law to drive by a school bus that is standing still on the highway as it is to drive past a street car that is standing still on a city street.

Teachers, in our rural schools, too, are being encouraged to devote a few moments each week to warning the boys and girls in their care of highway dangers. Out in rural communities, where roads are unguarded by traffic officers or safety lights, it has become absolutely necessary for pedestrians to show a greater degree of care and watchfulness than ever before. This fact must be impressed on the minds of our children, and there is no better place to do it than in the school.

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room. We wish there was a law today compelling the teaching of safety in every schoolhouse. With the State devoting more attention to the safety of rural residents and teachers devoting more time to warning school children of traffic dangers, there

is no reason why, even with an increasing number of machines, the 'mortality list cannot be greatly reduced.—Exchange.

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