

The Farmington Enterprise

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Supervisors Are Split On Grand Jury For County

Move For Investigation Voted Down Two To One By Supervisors

Supervisors of this part of the County split on the first official move toward a grand jury investigation of Oakland County affairs, made by Supervisor Frank Springsteen of Royal Oak last Friday and voted down by the Board of Supervisors 27 to 12. The principal objection to the resolution introduced by Springsteen was that it made no specific charges on which a grand jury investigation could be based.

Supervisor Arthur P. Coe of Farmington Township and George Bingham of Southfield voted in favor of the grand jury investigation, and Supervisors Arthur Lamb of Farmington City, Chas. Hamilton of Novi Township and Bruce Leggett of West Bloomfield Township voted against it.

The vote on the resolution follows: For the resolution: Bingham, Southfield; Coe, Farmington Township; Paddon, Oxford; Irish, Independence; Long, Commerce; Smith, Lyon; Grant, Pleasant Ridge; Springsteen, Royal Oak; Wardlow, Highland; Gamble, Milford; Brooks, Milford and Curtis, Leonard.

REPORT NO HOPE FOR LOWER PHONE RATE TO REDFORD

Distance From City Postoffice Determines Charge For All Calls To Detroit

That there is little hope for a reduction of the telephone toll rate between Farmington and Redford was reported to the City Commission Monday evening by Commissioner Leo Gildemeister, who told of discussions of the subject with officials of the Michigan Bell Telephone Co.

There are 106,000 calls a year made to Detroit from Farmington it was stated, about 14 per cent of these being to Redford. Commissioner Gildemeister said that the telephone company officials admitted the rate was excessive, but said "there has to be a dividing line somewhere." He said that the rate is made by taking the air-line distance between the Detroit and Farmington postoffices, which is 18 1/2 miles. Within 15 miles, the rate is 15 cents, and outside that circle the rate is 20 cents.

Commissioner Gildemeister stated that there is no chance for a special rate to Redford as long as Redford is in the Detroit exchange, and that the telephone officials said the company is operating at a loss now. He stated, however, that they had "left the door open" for further conferences on the subject.

SENIOR CLASS WINS

The Senior Class won the \$25 prize at "Stunt Night" Monday night, sponsored by the Business and Professional Women's Club. The M. E. Community Hall was packed for the event, which provided two hours of laughs for all attending.

A most amusing presentation was that of the American Legion Auxiliary, which gave an imitation of the Farmington fire department answering an alarm.

A Meeting Of Great Importance

To Everyone In This Community

A public meeting of vast importance to this community, to discuss a question that will affect every person living in it, will be held next Monday evening in Farmington Town Hall. At that time there will be discussion as to whether this community should indicate to the State Highway Department that it consents to have the street-car tracks on Grand River avenue removed, or whether the community should continue efforts to have the tracks remain.

Public officials debated the question Monday night and do not feel that they should take the responsibility of deciding for the community a question of so great importance to everyone. Thirty leading citizens gathered Thursday night and discussed the problem, but decided that before any action was taken, the entire public should have an opportunity to express opinions.

Every man and woman in the community, the Township and the City, and any other person interested, is urged to come to the Town Hall Monday evening at 8:00 o'clock to aid in the settlement of this question. There will be opportunity for everyone to offer suggestions and express their views. The sentiment of this meeting will decide Farmington's position on this all-important public question, and may be the determining factor in the retaining or passing of the street-car tracks in Farmington City and Township.

Brucker Makes Flying Visit To Farmington Before His Election

More than a hundred men and women of Farmington City and Township turned out Monday to greet Wilber M. Brucker, then Republican nominee for governor of Michigan, and now the governor-elect. Mr. Brucker spoke for a few minutes, on his whirlwind trip to ten Oakland County communities in one afternoon.

The governor-elect's visit to Farmington possessed many of the aspects of an intercollegiate football game. He was preceded by a brass band—and more—one of those large vehicles which might be described as a highway Pullman, hauled by an ordinary automobile.

A cavalcade of motor cars, be-

decked with banners and bearing Mr. Brucker and the Oakland County Republican candidates swept into town and up to the Town Hall. The band played and there was much handshaking.

'One Minute To Go' Inside the rest of the crowd awaited the "captain" of the day. Mr. Brucker spoke briefly but forcefully, and as four minutes had passed, Harry Merritt of Royal Oak, circuit court commissioner, held up one finger and caught the speaker's eye, indicating "one minute to go," much as a timer does at a football game. Mr. Brucker noted the signal and deftly brought his talk to a close. He paused a moment at the front of the hall, whereupon Mr. Merritt shouted, "Come on, Wilber, we're five minutes behind schedule!" Former Mayor Wells D. Butterfield completed the college atmosphere by shouting, "Let's all give three cheers for Mr. Brucker and success tomorrow."

Greets Women Voters But neither the urge to hurry nor the round of cheers upset the candidate for governor. He lingered as he reached the center of the hall, where the women in the crowd were ranged along the south wall. While his "manager" chafed at the delay, and the men of the crowd looked on, Mr. Brucker, astute campaigner that he is, shook the hand of every woman in the hall as he approached the door. Then a roar of multi-cylinder motors and the caravan of shining cars swung sharp around the corner and out toward South Lyon, the next stopping-place.

Mr. Brucker in concluding his talk expressed "thanks for the splendid vote Farmington gave me in the primary," and assured his hearers that he is "not unmindful of it."

'Plodding Progress' The gubernatorial candidate appealed to the voters not to be lured by untried proposals that offer quick answers to our problems, but to "stick to the sane kind of plodding progress" represented by the record of the Republican party. He declared for economy, but not that kind which means, for example, the stopping of highway construction. The speaker declared that "the only argument of the opposition is an attempt to capitalize on present conditions, and cited the advice of Abraham Lincoln, "not to swap horses in the middle of the stream." He declared that every time a clamor has arisen for a change, it has been raised for personal advantage; that there is "not a thing in the way of State, county, or national, pro-

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Republicans Are Hard Pressed, But Win Farmington

Democratic Vote Largest In Many Years; Comstock Leads Brucker In Combined Vote

Farmington stayed in the Republican column in Tuesday's election with but few exceptions, but the usual overwhelming majorities in this community were cut down, and in the case of the governorship, the Democratic candidate, William A. Comstock, lead Governor-elect Wilber M. Brucker by more than 100 votes.

One of the three precincts, that of Farmington Township No. 1, came near "going Democratic," and Democrats were given majorities for several offices, while in others the Republican lead was by a scant few votes.

For the first time in history, it was reported, a Democrat carried Farmington for sheriff. However, the Republicans had the edge in straight tickets cast throughout the community, with 151 to 117 for the Democrats.

In the combined voting of Farmington City and two precincts of Farmington Township, Comstock polled 468 votes to 377 for Brucker. Counts swamped Woodcock, 661 to 171. Person defeated O'Brien, 480 to 200.

Dunston led the three-cornered race for sheriff, with 310 votes to 286 for Schram and 242 for Wheeler. Drain Commissioner Arthur Spencer gained 21 votes over Van Wagoner, who defeated him in the County, getting 407 to Van Wagoner's 386. Road Commissioner Allen gained a slightly larger advantage on Washington Irish, his Democratic opponent, 413 to 364.

The three precincts voted against reapportionment, the count being 364 to 294. Votes on other amendments were rather even, excepting for that on the cigarette tax, which was overwhelmingly voted down.

The vote by precincts in the most interesting contests was:

| | | |
|------------|----------|-----|
| City | Brucker | 192 |
| | Comstock | 150 |
| Precinct 1 | Comstock | 198 |
| | Brucker | 119 |
| Precinct 2 | Comstock | 125 |
| | Brucker | 66 |

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|--------------|------------|---------|-----|
| For Sheriff: | City | Dunston | 132 |
| | | Wheeler | 107 |
| | | Schram | 100 |
| | Precinct 1 | Dunston | 125 |
| | | Schram | 109 |
| | | Wheeler | 80 |
| | Precinct 2 | Schram | 77 |
| | | Wheeler | 55 |
| | | Dunston | 53 |

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|-------------------------|------------|-------------|-----|
| For Drain Commissioner: | City | Spencer | 164 |
| | | Van Wagoner | 134 |
| | Precinct 1 | Van Wagoner | 169 |
| | | Spencer | 124 |
| | Precinct 2 | Spencer | 119 |
| | | Van Wagoner | 63 |

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|------------------------|------------|-------|-----|
| For Road Commissioner: | City | Allen | 187 |
| | | Irish | 135 |
| | Precinct 1 | Irish | 166 |
| | | Allen | 120 |
| | Precinct 2 | Allen | 106 |
| | | Irish | 63 |

The City voted against reapportionment by one ballot, 137 to 139. Precinct No. 1 of the Township was against it, 148 to 69, but Precinct No. 2 favored it, 89 to 79.

HEARING ADJOURNED

Hearing on the suit against the City of Farmington by Mr. and Mrs. E. A. Fink for injunction, to stop operation of the Power avenue sewer, was postponed Monday for two weeks, on request of the complainants.

Grand River Road To Be Opened Soon

Months of detouring down Farmington road and along the Cut-off, may be ended within a few days, and hard-hit Grand River businessmen may begin to enjoy their customary trade again, road officials promise. The highway is to be opened next week between Farmington and Eight Mile road.

Concrete has all been laid for the year, and only the laying of crushed stone at two trolley switches in Farmington City remains to be done.

Recommend Huge Budget Increase

Charity Causes Tremendous Raise In Proposed Appropriation For County

By F. M. BLUNK Huge increases in the annual budget for the coming year are due, according to County officials to the unprecedented needs in 1930 for charity. There is an overdraft in the County funds this year for poor-relief of close to \$100,000.

The total budget approximates \$2,836,000, the largest sum in the history of the County for general expenses. This is almost \$670,000 greater than the general fund appropriated in 1929. In comparison with the savings occasioned by a slight cut in County official salaries and elimination of the County employees' automobile expense, a sum around \$80,000, this increase is far and beyond anything the taxpayers had expected.

Many of the appropriations included in last year's budget have been eliminated and other appropriations considerably reduced. The huge overdraft in the poor funds and the greater poor demands in the new budget make the increased appropriations appear necessary to the Supervisors' committee.

EFFICIENCY HOLDS DOWN THE COST OF CITY SEWER

Only Small Changes Required In Plans; Extras Far Below Average

Farmington's sewer improvement has been completed and paid for, with the exception of five per cent retained for a year to safeguard the city, and with unusual records of efficiency in the work.

So accurately were the engineering plans drawn that changes in the plans required additional expenditures of only \$112.14, an exceptionally low figure. George H. Ruhling and Co. were the engineers on the job.

Although considerable extra work was found advisable after the construction was begun, the cost of extras was only about \$2,000, the total cost of the job being \$64,023.00, or about \$2,000 above the contract price.

The contractors were paid \$10,493.13 by the City Monday night, leaving only the amount of \$2,701.16 due them by the City, this being the amount retained to protect the City in case of defects in the sewer.

MAIN COURSE WILL BE PART OF THE DINNER

In publication last week of the menu of the dinner to be given by women of Salem Evangelical Church, Farmington, on November 12, the main course of the dinner was omitted. It will be, of course, chicken, and the ladies promise that the dinner this year will come up to the usual standard, their annual dinner being a real event in the community for those who enjoy a fine meal. The supper will be served in connection with a bazaar.

Removal Of Car Tracks On Grand River Debated

State Department Favors Disposing Of Rails; Opinion Divided On Advantages

Farmington is face-to-face at last with the problem of losing or retaining the trolley tracks on Grand River avenue. The decision is imminent and the probability is that unless the community takes a definite and determined stand against the removal of the tracks, they will be taken up in the near future.

The question was discussed at the meeting of the City Commission Monday evening, a number of citizens having been asked to attend and express their views.

County Road Commissioner Isaac Bond outlined the situation, stating that the problem is up to the community, whether it should continue to stand for the car tracks, or whether it should accede the State Highway Department's desire to remove them and receive in return generous consideration in the way of completing and improving the Grand River pavement.

Mr. Bond said that he had been shown a contract between the State and the Eastern Michigan Railway, by which the State took an option to buy the Eastern Michigan right-of-way for \$22,500 within one year. Mr. Bond said he was asked what Farmington desired, and replied that the community wants the car tracks to remain. The State officials replied, he said, that the car tracks would not stay long, that they intend to exercise the option within a year, and that under the option, the railway company would be given 60 days to remove the rails.

Mr. Bond said that if the rails remain, the State will not pave between the tracks, but that if the community would agree to removal of the tracks, the State would pave that portion with concrete, providing a better road. He stated that the railway wishes to sell and get out, and that he had been told that even if the car tracks were left, the Detroit Department of Street Railways would operate cars only if it were profitable, and if it were unprofitable, the Farmington community would be expected to make up the difference.

Might Provide Bus

John Ross, representing the D. S. R., was present, and in response to a question, said that the D. S. R. might consider providing bus service to Farmington if there were enough people to warrant it.

Howard Warner pointed out that if the State pays \$22,500 for right-of-way and then paves that portion, the cost might be as much as moving of the tracks and filling-in with crushed stone. Mr. Bond said that the paving would probably cost \$25,000 or \$30,000 in addition to the right-of-way, but that the State figures the car-track proposition on the basis of \$115,000, which is what it would cost to encase the tracks in concrete. Mr. Bond said that he is satisfied that the car tracks are "fall donors" here in a year, but that it is a question for the people to decide.

Leo Gildemeister asked what the State officials reply when they are told that removal of the tracks "kills the town, without freight service." Mr. Bond said that they laugh at it, and pointed out that trolley service on Woodward avenue stops at 6 o'clock in the evening. John Clark said that this is because there is a competing bus service, to which Mr. Bond replied that the State officials believe the D. S. R. would start bus service to Farmington when the tracks are removed. Mr. Clark replied that there is no more assurance of bus service than of car service, and Mr. Bond answered that he had "all the assurance in the world, as far as I am concerned, that the D. S. R. (Continued on page five)