

**To Interview State Men Regarding Track**

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was not operated at a loss, and cited figures on the hauling of coal to support his contention. Mr. Thayer said that "we want a good road" and that the tracks are "holding up the road." William Baker declared that "a new epoch is here," we don't need the tracks—it is only that we fear to let them go. The automobile is here to stay.

Howard Warner expressed the opinion that the community ought to find out definitely what the State is willing to do, should get promises as to exactly what would be done. Amos Otis declared that he was certain there is no deficit in freight-hauling, at 50 cents a ton, but rather that there is money made in it. He said that "going away with the tracks means doing away with the lumber yard, and in time with the mill," and throwing a number of men out of work.

Vital—Chas. Heise

"There is nothing more vital than street car transportation," declared Charles Heise of Clareneville. "Conditions in this section today are bad enough, and taking away the street car tracks will only make them worse. I believe that if through concerted effort it is possible to retain the tracks, it should certainly be made."

A. L. Ross said that the people do not patronize the service, and that the freight service is largely affected by the fact that firms from which the merchants buy have their own trucks for distribution. Edward F. Bauer said that the tracks "are spoiling the whole road" and that they ought to be taken up at once.

"Queer Triangle"

The situation was described as "a peculiar triangle" by Emory Hutton, who said that the tracks are owned by a company in the hands of a receiver, the service is operated by the D. S. R., "who don't care," and the road is in charge of the State Highway Department, which wants the tracks out. He said he believed the community "would get more from the State Highway Department if we graciously accept the removal." He said that he did not believe the tracks could be saved for freight service, and that loss of passenger service was "not serious anyway."

"Back 15 Years"

Exactly the opposite view was taken by L. W. Hermann, who vehemently declared that loss of the tracks would put Farmington and surrounding territory back 15 years. "As far as the D. S. R. giving us any other transportation than street cars, forget it," declared Mr. Hermann, "I'm in the business of transportation 14 hours a day, and if it was not for the Eastern Michigan system, we'd never get our freight in. As a warning to all real estate men and property-owners, the minute the rails come up, your property values will decrease—they have done so along Orchard Lake road" concluded Mr. Hermann.

Fred L. Cook said that he has found truck service superior to the railway, in receiving shipments.

"Do Better Now"

Road Commissioner Bond said that the steam roads do not want their cars to come in here, and that it would be necessary to lay new ties and put in new overhead equipment if the system was retained. He said he believed it "means a good many more dollars" to get the road paved now, and that more could be obtained from the State Highway Department now than later. A. E. Case said he believed it might cost \$60,000 to put the tracks in good condition.

It was suggested that a vote be taken on the matter, but it was decided that the committee might be able to act more freely if this were not done. Howard Warner of the committee suggested that a representative of the Township and Mayor Lamb asked Supervisor Arthur P. Coe if he would act on the committee. Mr. Coe said he did not believe the Township was interested, but later consented to go to Lansing with the committee.

The meeting next Tuesday evening will be held in the Town Hall at 8 o'clock, to receive the report of the committee. All citizens of this section, including the Township and City, and all others interested, are urged to attend.

**LETTERS TO THE EDITOR**

**Blames Taxpayers For Conditions**

To the Editor:

Mr. Headler's appeal to all delinquent taxpayers for the payment of school taxes brings to mind the fact that he is asking for the largest item on the tax bill. Why the school item should be the largest on the tax bill should arouse thought by all taxpayers of District No. 5 Fractional. Some reasons for this condition existing in this District can be traced to the following factors:

1. Clareneville No. 5 Fractional District was first a primary school district, the building being the approved two-room unit for districts of this type.
2. A change was thought necessary to make a graded district, necessitating an altogether different type of building program which was not efficiently conducted with vision of a growing area, in spite of subdivision developments.
3. Despite inadequate building facilities, a junior high school was added to the grades to further add to the burden of taxes.
4. The taxpayer has little voice in school affairs; there has always existed a minority school board and because the people dominating the district's affairs "bit more than they could chew," a condition exists, with little relief in sight, which discourages even the most constructive citizen of modest income, to build and maintain a permanent home in this area.

Now that the School Board through Mr. Headler's supplications, has recognized the important fact that the taxpayers are important appendages to a school district, it might behoove the Board at its next annual meeting to bear this fact well in mind and dispense with the dominant attitude so readily perceived at the last meeting held in July.

It is just as important for the taxpayer of No. 5 Fractional District to attend the annual school meetings as to pay his taxes. Since we are all compelled to support Public School education, we should not make it a make-shift affair and we cannot afford to let a minority rule. Therefore, it is the duty of each taxpayer to attend the annual meeting which is held sometimes in July, to elect or re-elect officers who are not only of long residence, but officers of such character and qualifications as befits a person of public trust in educational fields.

—A Taxpayer.

**Young Peoples Club Will Elect Officers**

Next Sunday night the topic at the Young Peoples club will be "What My Home Means To Me." These meetings have been the most interesting discussions ever held by the young people. They are held in the Young Peoples club room, M. E. church, which makes them very informal and homelike.

The hour is 6:00 p. m. to 7:00 p. m. with a social period from 7:00 to 7:30 p. m. All young people are urged to invite friends and come. The Club promises those attending will be so impressed they will not need to be asked to come again.

The Club is to organize within the next two weeks and is making plans for a Thanksgiving party. Any suggestions will be appreciated.

**HENDERSON TO SPEAK**

Professor W. D. Henderson, head of the Extension department of the University of Michigan will be the speaker at the regular monthly meeting of the Parent-Teachers Association at the Wallied Lake Consolidated High School. This is the second of a series of three lectures on child problems which are planned by the group.

The first lecture was given by Dr. McBride also of the University on Teeth.

A pot luck dinner at 7 o'clock will precede the talk.

**SEE "THE ROYAL FAMILY"**

Presented by Farmington Players next Wednesday and Thursday, Farmington Town Hall. Seats now on sale at F. L. Cook & Co., all reserved. 50c. An evening you'll enjoy.

**DISPLAY OF CANES IS ENJOYED BY THE WOMAN'S CLUB**

Next Meeting To Be At Home Of Mrs. Gullen On Nov. 19

November 5th proved a fine day for an indoor meeting of the Farmington Woman's Club.

The speaker, Robert Allen of Birmingham, made a dull day bright with his wonderful display of canes. Aside from the knowledge of the different woods used, and other materials from Ivory jet to beads and bones constituted the variety of specimens displayed.

What a wonderful rich personality was that of the collector in that he could equally interest the King of Siam and the American cowboy to contribute to his collection!

The next meeting will be November 19th with Mrs. Lloyd Gullen as hostess at 31721 Sherwood avenue.

—Mary E. Foster, Sec.

**Leaders Of Parties Analyze The Election**

(Continued from page one)

two Democrats influenced an almost unprecedented ballot "splitting," while in the outlying districts Frank Dunston was a favorite.

Washington E. Irish, who was unable personally to carry on much of a campaign for his candidacy to the Road Commissioner's office, was given excellent support in some of the rural sections.

The Democratic County leaders had expected that Mr. Comstock would poll a good vote in Ferndale and Royal Oak and had believed and hoped that this influence would carry along the County candidates. Some feel that they neglected their campaign for the County ticket in Ferndale and Royal Oak too much for that reason. They were admittedly woefully weak in Pontiac City, but if they could have foreseen the excellent support given Van Wagoner they would have devoted more attention to the Pontiac electorate.

Van Wagoner carried the vote in Addison, Avon, Brandon, Commerce, Independence, Orion, Lyon, Oakland, Oxford, Pontiac City, Pontiac Township, Rose, Southfield, Springfield, White Lake, Waterford and West Bloomfield. Dunston was the only Democrat to show a margin in Farmington City.

In Pleasant Ridge Comstock was only a few votes behind Brucker, but the district gave all other Republican candidates substantial margins.

The election seemed to indicate that the people of Oakland County are neither so hard-shelled Republican or unwaveringly Democratic that they cannot face the issues of good government and vote as their conscience and not the ghosts of their grandfathers dictate. The ballots in almost every section showed that many so-called Democrats split their ballots to vote for Republican candidates and vice-versa.

Whichever group may be nearer correct in its analysis of the election returns, both are taking the same action as a result. The Republicans are planning to strengthen their lines in every sector and particularly to "mend their fences" where the other party has broken through. And the Democrats, heartened for the first time in many years by being able to make the election look something like a contest, are preparing for a busy two years, in an effort to build up a stronger County-wide organization.

**ON HUNTING TRIP**

G. Blaess of Detroit, Guy Banks, L. J. Putman, Fern Schwartz, Ed. Putman and Charles Trickey, all of Novi, left Wednesday for a hunting trip in the Upper Peninsula. They expect to be gone about two weeks.

**AUXILIARY BAZAAR**

The North Farmington Cemetery Auxiliary will give a chicken dinner and bazaar in the West Bloomfield Town Hall November 18. Dinner served at noon. Everyone invited.

**SPEAKS ON PEACE**

Rev. F. C. Johnson spoke to the Farmington Exchange Club Wednesday on "Five Approaches To World Peace."

**Marauders Kill Cow On Farm In Township**

Not content with stealing apples, corn, chickens and other valuable assets of the farmer in this section, marauders recently killed a cow and carried away the carcass. The cow was the property of Harry M. McCracken

of Farmington Township. Two boys going across the Tuttle farm first discovered evidence of what had taken place. Mr. McCracken missed one of his cows, and it was found that the thieves had driven one of the herd into a fence corner, and killed it. The head was left, at first, but later, it appeared, those who had killed

the cow returned and took away the head, apparently to "destroy the evidence."

Tracks indicated that a car had been driven some distance across marshy land to help in taking away the animal after it was killed.

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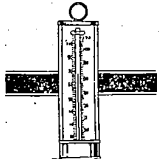
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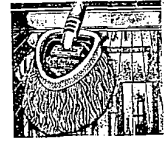
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Shut out bad weather Shut out cold draughts rain and snow Keep out dust and noise Inexpensive—Quickly installed

This metal weather strip is inexpensive and you can install it yourself.



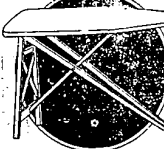
Now is the time you should have a Thermometer put inside and one for outdoor. Metal on a wood back with large figures, 25c each.



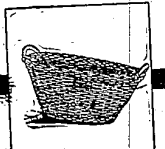
O'CEDAR DUST MOPS Either oil treated or dry. Removable for washing. Enamelled handle, \$1.00



SHEET IRON CORN POPPERS, 40c



IRONING BOARDS WITH COVERS, ALREADY ON \$3.25



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Stove Pipe Elbows Dampers Furnace Pipe All at Low Prices

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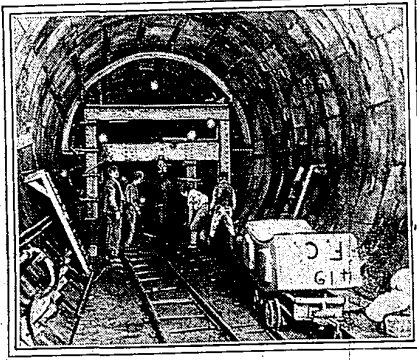
D. L. DICKERSON TELEPHONE 3

E. O. HATTON FARMINGTON

**Ford Digs Two Mile Tunnel for A Billion Gallons of Water a Day**

NEARLY a billion gallons of water a day—more than is used by the cities of Detroit, Philadelphia, Cincinnati and Washington combined—will be the capacity of a huge tunnel now nearing completion at the Rouge Plant of the Ford Motor Company, Dearborn, Michigan.

The tunnel will replace the present water intake system which supplies the Ford plants with 600,000,000 gallons a day. At the same time the company is remodeling its power house to greatly increase the power output. Both improvements, costing several million dollars, are being made to enlarge the production facilities of the Ford plant.



The head of one of the sections of the Ford tunnel showing the machinery used to burrow through the ground. In the foreground is one of the concrete blocks used to line the tunnel which has an inside diameter of fifteen feet.

Sixty Feet Under Ground

In constructing the waterway, the largest of its kind ever undertaken by a single business concern, the engineers are burrowing sixty feet under ground for a distance of two and a fifth miles. They have gone under main highways, railroads, street car tracks, bridges, a cemetery and a creek.

One of the most difficult tasks was that of tunneling under Baby Creek at a point which is crossed by a railroad bridge and where also a large sewer is under construction by the city of Detroit. The piles that provide the foundation for the bridge and those driven by the company constructing the sewer formed a network on each side of the creek. It was the task of the Ford engineers to burrow under the creek, sewer and bridge, going between the piles without striking or weakening them.

Boring of the tunnel is accomplished by means of a steel—large steel cylinder fourteen feet long and twenty-

one feet in outside diameter with a solid steel shell or skin two and a fourth inches thick. This shield has a bulkhead which is made fast near the front end. There are four openings through which the mud streams (liquid cutback) from a tube, as the shield is shoved forward by twenty powerful hydraulic jacks.

When the shield has been pushed forward sufficiently concrete blocks two and a half feet wide and five feet long, each weighing 3,420 pounds, are

placed to form a ring around the circumference of the tunnel. One of them acts as a keystone so that the lining of concrete, which is eighteen inches thick, withstands the pressure of the earth. After this steel forms are set up and filled with concrete to form a solid inner lining which is also eighteen inches thick.

The present intake system of the Ford plant has a capacity of 600,000,000 gallons a day. The new tunnel will be able to carry 912,600,000 gallons.