

The Farmington Enterprise

Established 1888 by Edgar R. Bloomer as "A Permanent Journal of Progress"

Published Thursday of each week and entered at the Post Office at Farmington, Oakland County, Mich., as second-class matter

Myron Levinson Editor and Publisher
C. J. Lehmann Mgr., Printing Dept.

Member Michigan Press Association Member National Editorial Association

Farmington, Michigan, Thursday, March 26, 1931

Editorials

Clipped From Other Publications

A Franklin Memorial

(Ionia County News)

Two centuries and a quarter after Benjamin Franklin's birth, a great memorial is under construction in Philadelphia, which will fittingly perpetuate his great genius and patriotic services by a tangible monument of practical as well as sentimental significance.

It will be a memorial such as Franklin himself would appreciate most if he were living, being devoted principally to a museum of the graphic arts, which will illustrate the evolution of writing and printing since the earliest recorded attempts of man to express his ideas by visible means. For, be it remembered in an epitaph written by himself for his gravestone, his only designation is "Benjamin Franklin, Printer."

The memorial building will have a total floor space of more than 500,000 square feet and will cost five million dollars. It will also have a large endowment fund. In the building will be the Franklin Institute, with more than 60 individual museums, libraries and departments devoted to scientific knowledge.

Benjamin Franklin, measured by every standard of accomplishment, is perhaps the greatest figure America has ever produced. As journalist, scientist, statesman and diplomat he exerted an influence of inestimable value to his country, and to the world. To him, no less than to Washington, is due the success of the American Revolution, because it was Franklin's consummate diplomacy that secured the aid of France at the crucial moment of the war for American independence. It is to the credit of the citizens of Philadelphia that at last Franklin is to have a memorial in keeping with his greatness.

Bus Safety

(The Grand Rapids Press)

The Conlon bill to reduce the maximum speed of motor buses to forty miles an hour and require them to pull off the highway to unload passengers is a thoroughly sane piece of legislation.

States have chosen to permit construction of great buses occupying half of many of our paved roads, shutting off view of approaching cars, and owned by companies spending nothing for construction of off-the-highway stations for loading and unloading passengers. Using tax-built highways these buses often stop for passengers in the middle of the pavement, without regular stopping places, obliging other traffic to pile up or take chances on passing. They have competed with and driven out of business a large amount of interurban and train service which not only provide its own stations but constructed its own right-of-way on its own property.

Probably much of the opposition to buses and trucks, and the suppressive legislation offered in many states, would pass away if the lines would both play and pay their part, providing concrete stopping places off the pavement, observing safety rules and contributing enough in taxes to cover the excessive wear and tear their great weight causes upon our concrete highways. It is because of the unfair advantages given the bus lines and the still more unfair advantages they take, that railroads today are finding considerable popular sentiment in favor of their one-cent and two-cent passenger fare campaign to recover their lost passenger business and make it uneconomical to travel by highway.

Happy Ending to "Odds and Ends"

By RUBY DOUGLAS

G LORIA TANNER had won a U-10 closed car in a raffle that had been held in the village.

"It is a direct answer to my supplications," she said happily to her mother.

"For weeks I have been casting about in the air, searching a way to carry out an idea for building up a business I have conceived."

"Well—what has the car to do with it?" asked her mother.

"Everything," announced Gloria. "I shall call my profession—Odds and Ends! I shall advertise myself as a person who will attend to all the bothersome little odds and ends of the daily routine of a household—and, with my nice little new car, I shall be able to carry on a big business."

"I don't understand," persisted her mother. "I have never heard of it."

"Of course you haven't. Neither has anyone else."

Gloria knew all the petty household needs from going for the wet wash at half-past eight in the morning to collecting the rolls from the bakery on Saturday night.

She made out her list of housekeepers to interview and ascertained what they might be in the way of odds and ends. She gave them a weekly price to be charged for having all these errands done. For instance, Mrs. Smith had a washing that had to be delivered to the laundry at seven o'clock on Monday morning and called for at 8:30, thus making it possible for her clothes to be hung on the line by the maid-of-all-work by nine o'clock.

Gloria decided that she must suggest this idea to about five other women so that she could make the Monday morning trip profitable. Then, at twelve o'clock, noon, she made arrangements to call at the school house for four different children who were too young to walk all the distance and get back to school by one o'clock. Their mothers wanted them to have a hot lunch could not take the time to go for them. There was a weekly visit to a neighboring market where fresh fruit and vegetables could be purchased. She managed a list of eight housekeepers who wanted this service.

At the end of two months Gloria found herself having all she could possibly do.

"My dear, I had no idea how many people would need this kind of service," her mother said one night, when she arrived home with packages of vegetables and fruits, some picnic outfit, a pair of shoes that had been half-soled, a tire from a bicycle she had taken to be bearded, some mason jar, a bundle of shirts from the Chairman, stamps and envelopes from the post office, a suit of clothes from the tailor.

Gloria laughed. "What's on the list since I left?" she asked.

"Oh, Helen Morris is having a bridge Wednesday afternoon and wants tailors and some one to take her two small girls for the afternoon."

In the background—much farther back than he would have liked to be—was a rather doleful young man, Arthur Dodge. He and Gloria had been childhood sweethearts and even had a sort of understanding about being engaged.

"One day he came upon her on the dirt road she often used because it was a short cut between her home village and Hempsford. She was looking disconsolately at a very flat rear tire on her overloaded station wagon.

"Kind-a flat, Gloria," Arthur remarked as he parked his own roadster just ahead of her.

Gloria laughed but she was tired and in a hurry and Arthur felt that there were tears close behind the surface.

"I was just wondering what to do," she said.

"And along comes—the man who wants always to be near you when you are in trouble," he said, pulling off his coat and getting out the jack.

"Yes—I know but—"

"Never mind, now dear. Get busy with the lock on that spare tire and we'll have you on your way in a minute. This was not the time for me to say that."

In a surprisingly short time the new tire was on and Arthur was leading the way toward home. Meanwhile, Gloria, driving mechanically, was wondering why she had not given Arthur a chance to get away from her.

"Oh—yes, eventually we'll enter a partnership to last until death does us part," she replied.

City Girls Thriftiest

City business girls hold the record for saving, according to a statistical survey of London, Birmingham and vicinity made by a large bank. Their savings for savings are the first for the sake, provision for old age, the creation of a vacation fund, or to get married. Of the girls interviewed in the cities 78 per cent had savings accounts compared with 66 per cent in the country. The figures for the men were 68 per cent in the cities and 67 per cent in the country.

THE EDITOR LETTERS TO

CITY AFFAIRS

To the Editor:

I am a voter, a taxpayer and read the Enterprise each week with much interest. For a number of years I have saved each issue as it appeared and I find the files valuable for reference. I aim to be a good citizen and take an interest in all things pertaining to the welfare of our city. Sometimes I attend the meetings of the City Commission and listen to the doings of that body. I wish more of our voters would do the same thing. Just now there is much said about the taxes and justly so as to some of the items such as road and county and state taxes. Who is responsible for this? Surely not the City Commissioners who have nothing whatsoever to do with the matter. If city taxes are high they are so largely because of the inequitable, unjust and unfair valuation placed upon Oakland County property by the Board of State Tax Commissioners. For the last five years this board, composed of three men, have added each year millions to the valuation of the county until today Oakland County is assessed at over \$400,000.00 and is only exceeded by Wayne County, which stands first in the list. Three men are supreme in this matter and their action can not be set aside. High valuations mean high taxes and every city and town in the county has to bear their share of the load. What about city officials and their salaries? It has been said that we do not need a police officer to escort school children across the street, but in the light of the sad tragedy that recently happened, it is plain that not less, but more protection should be given to our school children when they cross Grand River avenue. It is an established fact that an officer patrolling a street does much to restrain careless drivers and those who have little regard for speed limits. It is said also that we did not need the new sewer system. It is certain that the citizens thought we did. After it was announced that plans for the proposed system were open for inspection some of the voters, myself among the number went to the office, examined them and were satisfied that they were what the city needed. There was a fair and free discussion of the matter and the voters by a vote of over 7 to 1 decided to accept them. Now we have an efficient system adequate to the needs of the city instead of the old personal affair that the authorities at Lansing had condemned. This too, at a cost of only \$82,000.00 which was met by a bond issue eagerly sought after by bonding firms in a half dozen cities, who submitted bids. A Detroit firm took the bonds and paid a premium of \$1,310.00 for them. A glance of a copy of the Enterprise of last July tells me that the entire bonded indebtedness of the city is only \$90,000.00, this on a valuation of over \$2,500,000.00.

In the past two years the city has retired the water tank bonds, \$8,000.00. Paid \$6,000.00 water bonds, paid for the fire truck, \$3,000.00, and because of the paving of Grand River avenue between Farmington Junction and the Creek were forced to lay a new water main at a cost of over \$3,000.00 which is also paid. When the old concrete on Grand River avenue was torn up the question of its disposal arose. After considerable persuasion the part of me of the city officials the con actor was induced to draw the Shiawassee avenue and dump, it into the gully, and prevent the further caving of this street which was becoming serious and which in time would have compelled the erection of a retaining wall at a cost of thousands of dollars. The building of the big sewer on Grand River avenue saved the State the cost of building a storm sewer on this street. This matter was taken up with the State Highway Department, admitted to be true by their engineer and a few weeks ago the city received a check for nearly \$9,000.00 which was turned over to the City Treasurer. Today the city officials tell me that the city does not owe a dollar at the bank. Its bonded indebtedness is all there is against it, and there is a comfortable balance to its credit in the city treasury. There is a strong probability that

the next city tax to be levied will be, at a rate of \$1500 a thousand instead of 16, the present rate.

Mr. Voter and taxpayer do you know of a city or town around here that has a cleaner record or better prospects for the future?


—OBSERVER.

Some people stir their coffee as though they were mixing a cake.

FUNERAL IS HELD

Funeral services for Myron B. Bush, 80, who lived with his daughter, Mrs. Glenn Bingham in Franklin Village for the past six years, were held last Wednesday afternoon. Mr. Bush had lived in Oakland County all his life; he was born in Farmington. Six grandchildren, and a sister, Mrs. Adelia Wood of Franklin Village, also survive.

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