

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, Michigan, as second-class matter under the act of March 3, 1879.

Phone: Farmington 25 — Redford 1183

CHURCHES

All notices for this column must be in the Enterprise office not later than Tuesday at noon.

Salem Evangelical Church
Rev. Carl H. Schultz, Pastor
Worship Service—10:00 A. M.
Sunday School—11:00 A. M.

Methodist Episcopal Church
Rev. Delmore Stubbs, Pastor

Morning worship at 10:30.
Church school 12 noon.
Epworth League 6:30.
Choir practice Thursday evening.

A nursery, properly supervised is provided. Parents attending the morning worship service may leave their children in the care of competent persons.

CLARENCEVILLE M. E. CHURCH
Rev. W. J. Prisk, Pastor

Church Service, 10 a. m.
Sunday School, 11 a. m.
Epworth League, 6:30 p. m.
Evening Service, 7:30 p. m.
Thursday Evening, 7:30 p. m.

Our Lady of Sorrows Church
Rev. John J. Larkin, Pastor

Sunday masses at 7:30 a. m., 9:00 a. m., 10:30 a. m. and 12:00 p. m.
Benediction after 10:30 mass.
Daily masses at 7:30 a. m., and 8:00 a. m.

First Baptist Church
Gilbert A. Miles, Pastor

Morning prayer meeting 10:15.
Morning worship 10:30.
Bible school 11:45.
B. Y. P. U. 6:30 p. m., for Juniors and Seniors.
Evening Evangelistic Service at 7:30.

The mid-week Fellowship meetings are held Wednesday evenings at 7:30.

Redford Gospel Tabernacle
15000 Lasher Road

Sunday School, 10:00 a. m.
Pastor's prayer and praise service, 11:00 a. m.
Evangelistic service, 7:45 p. m.
All are welcome regardless of circumstances.
100% Pentecost

GROUPS MARKED BY TUBERCULOSIS ARE CLASSIFIED

Groups marked by tuberculosis are pointed out by officials of the Michigan Tuberculosis Association. Though no one is safe from tuberculosis, it was explained that the disease is most likely to be found among the following groups: contacts, those who have been exposed to an active case of tuberculosis; the age class from fifteen to forty-five, and of this group young women are in particular danger; negroes; and unskilled occupational groups.

Tuberculosis is most prevalent among people who have had close contact with the disease, the Association declared. Emphasis was placed on the importance of X-ray examination for members of a household in which there is or has been a known case of tuberculosis, or where a death from the disease has occurred. Thus, starting from the known case, unknown cases can be located.

People between the ages of fifteen and forty-five are also seriously menaced by the White Plague, said the Association. Though the disease rarely causes death among high school and college students, that is the age when it gets ready to strike, it was pointed out. While examination of students produces comparatively few cases of disease, those found are usually in an early curable stage.

That tuberculosis seeks its victims among people who can least afford it was emphasized. The tuberculosis death rate of unskilled laborers is six times that of the professions, said the Association; and the disease appears to be more closely related to the economic status of the wage earner than to his occupation. One of the problems in tuberculosis control is to convince workers, particularly in the unskilled labor class, of the need of their taking advantage of modern examination for tuberculosis which is offered them by various public health agencies.

Charles Courtney, master locksmith of New York City, has traveled as far as Bombay, India, to open "un-openable" safes and trunks.

Rose, though art the sweetest flower That ever drank the amber shower; Rose, thou art the fondest child Of dimpled Spring, the wood-nymph wild.

—Thomas Moore

Cities Need Super-Roads Van Wagoner Says

Michigan's application of any national "superhighway" program should be concentrated in the Detroit metropolitan area, according to Highway Commissioner Murray D. Van Wagoner.

In an address at Detroit before the Michigan Road Builders Association, the commissioner said the greatest need for limited access highways is in the larger cities of the country. Congressman Jesse P. Wolcott, of Port Huron, told the road builders that Congress will soon give consideration to such a program to be applied east of the Mississippi River. Both Wolcott, who is chairman of the House Roads and Bridges Committee, and Van Wagoner expressed opposition to so-called transcontinental superhighways.

Declaring the need for balancing Detroit's traffic-flow pattern, Commissioner Van Wagoner said the development of a cross-town thoroughfare following the Harper-McGraw route should be built at the earliest opportunity. A second road to run thoroughfare which should follow, he said, is the Schoolcraft-Calvert-Cantiff route.

Under the program proposed by Congressman Wolcott, the superhighway program would be financed through a Federal subsidy. Commissioner Van Wagoner said traffic congestion in Detroit is so bad that motorists "are literally being forced off the streets."

Key West Will Make Comeback

'Experiment' City, Rich in Historic Lore, Seeks Lost Prestige.

KEY WEST.—This "experiment" city, rich in historic lore and natural beauty, but money poor, has started down the comeback road seeking to regain with the tourist dollar the prestige it once held as a leading industrial center of the South.

A "problem child" of the recovery administration, Key West underwent a complete transformation with the aid of federal funds allotted by officials who visioned this coral island as a future tourist center unrivaled on the continent.

When Key West's population dwindled from 12,000 in 1912 to 11,000 in 1934, 60 per cent of whom were on relief, federal agencies stepped in and laid plans for rehabilitation of the city.

Subsequently there followed completion of the Overseas highway, a \$74,000 project connecting Key West with the Florida mainland, and a program of beautification over the entire island.

Old Beauty Retained.

Through the period of rejuvenation the city retained its old-world charm and tropical beauty. It remained to the romantic Key West of its fictional history when pirates and wreckers cruised its surrounding waters and Spanish sailors roamed its narrow palm-lined streets.

Stories of its history, obtained mostly from the weather-beaten fishermen whose families have resided here for generations, revealed that in the early part of the Nineteenth century a majority of the inhabitants were engaged in salvaging ships wrecked on nearby reefs.

The practice became little more than legalized piracy, according to reports. The intrepid wreckers, it was stated, salvaged more than \$1,000,000 worth of silks, wines, silverware and lumber between 1831 and 1844. The money helped them to sustain a fleet of more than 50 vessels to carry on their activities.

Channels Now Marked.

While a string of brightly-lighted navigation aids now marks the treacherous channels and hidden reefs surrounding the island, a number of large vessels are grounded yearly in the vicinity of Key West. They are aided by an ocean-going wrecker stationed here.

Thousands of Cuban political exiles who sought refuge here in the latter part of the Nineteenth century and in the mushroom growth of the island as an industrial center. The peak was reached in 1890 and the decline slowly began. In 1912, Henry M. Flagler, Florida developer, extending his East Coast railroad across the Florida Keys to Key West, found a city which was disintegrating. Cigar manufacturers, beset by labor troubles, were moving to Tampa, on the Florida west coast. The sponge market collapsed. Vessels no longer made the port a stopping point.

Federal efforts to rehabilitate the city took a terrific blow in 1935 when the Labor Day hurricane destroyed the railroad and isolated the city. The outcome, however, was the Overseas Highway, built on the roadbed of the railway and bringing Miami within three hours by automobile.

Today, this southernmost United States city, sandwiched in between the Gulf of Mexico and the Atlantic ocean and bolstered by a federal government program, looks forward to a new era of prosperity as a tourist center.

Men have their troubles the same as women, but they have far less to say about them.

LICENSE PLATE SYSTEM BEING REVISED BY KELLY

The automobile license plate system of the State of Michigan is in the process of revision by Secretary of State Harry F. Kelly. A scientific basis has been arrived at for the preparation of license plates in the future.

For the first time in the history of motor vehicle licensing, the chief law enforcement officers of the state were invited to attend a conference with the Secretary of State, to determine the type of license plate and code of number, of same, which, in cases of accident, and hit-and-run drivers, would make it easy for witnesses and law enforcement officers to trace the violators of the motor vehicle laws.

All those in attendance at this conference were of the opinion that Michigan, for the first time in its history, will have a uniform license plate under a new plan of lettering and numbering established in sequence, which will end the confusion caused by the so-called "number plates."

The 1940 plates will be combinations of two letters and four numbers; first two letters, dash, then two numbers, dash, then two letters. Plates designating the different types of motor vehicles will be coded in such a manner as to make them easily distinguishable.

TO DEDICATE NEW GOODWILL HOME ON MAY 19

On March 10th, 1938, as fire sirens shrieked, and great billows of smoke with red flames raced toward the sky, word passed through Detroit: "McGregor Institute is on fire; Goodwill Industries is burning!" The quotation immediately followed: "Anybody killed—did they get everybody out?" The physically handicapped workers were in everybody's mind and on every tongue.

Fortunately no lives were lost in this great disaster, but the first did more than destroy a building and its mechanical contents—it started another "fire" in the mind and hearts of thousands of friends of this great humanitarian work. Immediately they set to work.

On the evening of May 19th, at eight o'clock, the tangible results of this second "fire," the new home and equipment of Goodwill Industries of Detroit, at 355 E. Congress Street, will be dedicated.

From the ashes of McGregor Institute have materialized, in another location, a six-story steel-and-concrete building, said to be one of the finest in all the 103 units of the Goodwill Industries in America.

In 1938 a weekly average of 203 employees—old people and those

physically handicapped—worked in conditioning discarded clothing, shoes, furniture etc., but the new building offers room for double that number.

Dr. M. S. Rice of the Metropolitan Methodist Church will deliver the address of dedication, and Mayor Richard W. Reading will bring the City's official greeting. Distinguished guests from as far away as Boston will be present.

Through the courtesy of the Grinnell Music Company a Hammond organ will be used at this and the services which follow through the coming week.

On Saturday afternoon May 20, the young people of the Detroit Young People's Council of the Detroit Council of Churches will act as hosts at an "open house" function designated as "Business People's Day."

On Sunday, May 21st, at 4:15 p. m., a concert and organ recital will be given under the auspices of the Detroit Guild of Church Musicians, with Mr. Charles L. Wuerth at the Hammond. A soprano solo will be sung by his son, Howard Wuerth, of St. John's Episcopal choir, and chorus numbers will be given by Bethel Evangelical church, Miss Grace Greenwood, Director. This program is being given by Mrs. Nellie Beatrice Huger.

Faithful Clock Is Voted 'Pension' by Town Board

WISCONSIN RAPIDS.—The old town clock here has outlasted an economy move and now ticks into its declining years with assistance of a \$10 a month pension.

The common council voted the \$10 month over protests of aldermen who would have abandoned the clock after 46 years of service in the tower of the city library, formerly the city hall.

The old timepiece is a weight-wind clock and for the last 14 years kept the time without repair service of any sort. Recently an expert repaired the clock and charged \$42.50. The service charge roused advocates of economy, who said that \$120 a year for clock repair was too much compared to \$42.50 in 15 years, and, besides, the clock was pretty old.

The objections were beaten down by aldermen who asserted that a clock which gave good service for 46 years shouldn't be abandoned for a few dollars.

They voted the \$10 monthly as a "special pension" with which to hire a special attendant to oil, repair and wind the clock every month.

Send in your news items

Say you saw it in The Enterprise.

EDITORIALS

Cheese For Contentment

(Christian Science Monitor)

Next time an international conference is held, Senator Alexander Wiley of Wisconsin believes the table should be covered with well-known Wisconsin cheese, rather perhaps—but above that, cheese! Preferably Wisconsin cheese. Of course, the selection of the cheese might involve a few international strains, such as Gorgonzola, Camembert, Limburger, Brie, Cheshire, Gruyere and the rest.

But Mr. Wiley believes there is something bland and mellowing about agreeable about cheese in its effects on those who eat it. "You never saw a cheese eater," he declares, "who did not radiate joy." The consumption of more cheese by Americans, besides helping to solve the dairy problem, would, according to the Wisconsin Senator, increase contentment, reduce the divorce rate, lessen the number of new Senators "of little more rational and reasonable" and make Americans not hate Germans, French, Italians or English, but love their own country more.

He believes Wisconsin cheese can be beneficially be eaten in any part of the meal from appetizer to dessert, three times a day. He said as much in a thirty-minute speech in the Senate.

The American Merchant

(The Michigan Times)

The American merchant has given the American people the best retail service in the world. A typical small-town store in this country, dealing in food, hardware, drugs, dry goods or anything else, offers a far vaster selection of goods, of a far better quality, than a typical store in any other land. This goes for single-unit as well as multiple-unit merchandising.

Equally important, the service is better. Involved in high prices, in the typical store, costs have been cut to the bone. Centralized buying has reduced handling and distributing expenses. The turnover has made it possible to earn a satisfactory gross profit at a very small unit profit. The result, from the consumer's point of view, is more goods for less money and a higher standard of living for the family.

Economists, consumer groups, newspapers, government officials and others have been pointing out the benefits of the American merchant should be encouraged to the full in this trend. Increased consumption of the produce of the farm and factory is the key to increased production, an increased national income, increased employment—and eventual prosperity and increased consumption is almost purely an economic matter. The bulk of American families buy all they can afford. When prices go up, they buy less. When down, they buy more.

Under a free competitive system, every merchant tries to outdo the merchant next door. He lowers prices when he can. When that is impractical, he offers additional services. He increases his advertising. He makes better displays. And the whole community profits. So does the merchant himself, who finds more and more customers entering his door—and taking more and more goods away with them when they leave.

Of late years we have had a legislative epidemic of laws which in one way or another curb competition, force merchandising costs to rise, and thus tend to reduce the general standard of living. But recently enthusiasm for such laws seems to have come to realize that no one wins in the long run when we put laws in the path of progress in any field.

Better Safety Glass

(Flushing Observer)

Hailed as the year's greatest contribution to highway safety, a new highest "rubber glass" was demonstrated before a large group of scientists and industrial leaders gathered at Franklin Institute in Philadelphia on April 1.

This new product, far superior to any heretofore invented, is expected to be used in 75 per cent of the automobiles built in the future, according to an announcement, at no additional cost.

An indication of its almost unbelievable strength was shown by a test in which the plate glass stopped a half-pound steel ball traveling at a velocity of 66 feet per second. Yet it is flexible enough to be "rolled up like a rug." It is possible to break it, but it will not shatter.

This new glass was not the pro-

Aviation Milestone

(Flushing Observer)

With the establishment of regular air service between the United States and Europe this summer, a new and important milestone in the history of aviation will be reached. The first transatlantic passenger flight in one of the new planes to be used in this service began at Baltimore a few days ago.

The route was by way of Horta, in the Azores; Lisbon, Portugal; Marseilles, France; Southampton, England; and Foyens, Ireland. Stops may also be made at Bermuda. The first and longest leg of the route, between Baltimore and the Azores, about 2,500 miles, was made on the maiden trip in 17 hours and 32 minutes.

For this service, the world's newest and largest type of flying boat will be used, the Boeing 314. These planes weigh 42 tons, having a hull 106 feet long, and can carry 74 passengers. On the initial test flight a crew of 21 was carried, but no passengers.

Pilots for the new service are all veterans, with years of experience in command of overseas transport planes, flying the Caribbean and the Pacific. Each has the rating of "master pilot of ocean flying boats," the highest certificate of ability which an aviator can attain.

In being the first to establish regular transatlantic passenger service, America further increases its lead in overseas flying.

Ideas

(Canby, Oregon, Herald)

"People can fight a foe whom they can see," nations can guard themselves against a real, physical threat to their safety. But it is immensely more difficult to protect ideals, beliefs and principles against the onslaught of ideas.

"There is always the danger, especially in times of economic distress, that great numbers of people will be deceived into believing that the new idea is better than the old one, and that somehow they will fare better by discarding the ancient beliefs in such things as freedom of thought, the rights of individuals as superior to those of the state, the privilege of religious liberty, and the right to speak and preach one's opinions."

Credo

(Springfield Signal)

The Capital Commentator, a paper circulated mostly among state employees at Lansing, published what it claimed to be Frank Fitzgerald's credo.

Forget each kindness that you do as soon as you have done it.

Forget the praise that falls to you the moment you have won it.

Forget the slanders that you hear before you can repeat it.

Forget each slight, each spite, each sneer, whenever you may meet it.

Remember every kindness done to you whatever its measure.

Remember praise by others won and pass it on with pleasure.

Remember every promise made and keep it to the letter.

Remember those who lend you aid and be a grateful debtor.

Remember all the happiness that comes your way in living.

Forget the slanders and distress, be hopeful and forgiving.

Remember good, remember truth, remember heaven's above you.

And you will find through age and youth, that many hearts will love you.

Legal Forms
For the Preparation of Legal Notices of Various Kinds
Furnished Free to Attorneys
Redford 1183



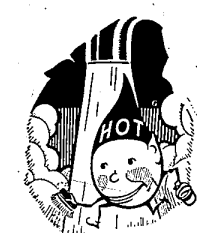
Protective Service at Your Bank . . .

For our many patrons who are planning a journey away from home this summer, we recommend that they carry dependable **AMERICAN EXPRESS TRAVELERS CHEQUES** for sale at this Bank in \$10, \$20, \$50 and \$100 denominations at 75c per \$100 purchased. The advantages of carrying Travelers Cheques far exceed the small effort required to secure them at the Bank. Take advantage of this protective service for travelers by changing the cash you planned to carry with you into Travelers Cheques.

They are spendable everywhere, and if lost or stolen a prompt refund is made.



THE FARMINGTON STATE BANK
Farmington, Michigan



SPRING CLEANING

"I'm a wonder," boasts this handy fellow, **Electric Hot Water**. "I speed up 51 vital household jobs—scrubbing floors, washing windows, washing dishes, cooking, shaving, bathing, housecleaning, the laundry. No matter when you need hot water—day or night, summer or winter—just turn the faucet and there I am! I never keep you waiting. Once you have enjoyed automatic electric hot water, you'll never consent to part with me. Ask about me at any Detroit Edison office." The Detroit Edison Company.

60 GALLONS OF ELECTRIC HOT WATER COST ONLY 10¢ A DAY