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Citizen Training Shown At P.T.A.

Citizen Training in the high school will be demonstrated before the Farmington P.T.A. at their April 18 meeting.

"Boundary Lines", a fifteen minute movie will be shown, followed by a panel discussion by Jack Boyce, Ralph Kloss, Donna O'Day, Jim Whitman, seafarers, and Ann Cunningham, Virginia Fryhoff and Jim Keck, jurors.

Eighth grade home room mothers will be hostesses and will present refreshments after the meeting. Musical numbers by high school students will be a part of the program.

The program is one that was presented before the high school students in February. It is being represented at this time in an attempt to show the parents and other interested persons the type of citizenship training that is used today in the Farmington schools.

The American Legion, American Legion Auxiliary, Blue Star Mothers, Daughters of Isabella, Chinese Club and Garden Club are some organizations that have been invited to the eight o'clock meeting. Others are: Junior Chamber of Commerce, Kiwanis Club, Lions Club, Mother's Club, Town Club, V. F. W., V. F. W. Auxiliary, and Women's Club.

Woman's Club Hears Mrs. Warren C. Brock

Mrs. Warren C. Brock, speaker from the Detroit Federation of Women's Clubs, explained the organization and its purpose to the Farmington Woman's Club April 5 when the group met at the home of Mrs. George Checketts.

Mrs. Brock also explained privileges a suburban club belonging to the organization enjoys. Mrs. Leonard introduced Mrs. Grace Currier of Royal Oak, who reviewed "The Big Fisherman", sequel to "The Robe".

Michigan Mirror

(Continued from Page Two)
sider such legislation.

Republican legislative leaders are criticizing the Governor for attempting a legislative program of such broad scope, while limiting the legislature to restricted methods of financing. Thus, Governor Williams proposes that \$15,500,000 be taken from the general fund of the state treasury to finance highway construction, but to raise this money only by a state corporation profit tax.

The legislators' frustration prompted Senator Perry W. Greene (R-Grand Rapids) and Senator James T. Sullivan (R-Traverse City) to introduce a proposed constitutional amendment providing for annual sessions of the legislature.

A similar resolution has been introduced in the House by Rep. Louis C. Cramton, (R-Lapeer). Republican legislative leaders maintain that the Governor never had any idea that the legislature would enact his many recommendations. They retort that the Williams program was merely for political campaign purposes.

It is most likely that around May 1, when the legislature adjourns its special session, the Governor can then point with alarm to the failure of the legislature to enact his program.

There isn't a Chittenden's chance that the legislature will tax corporations \$110,000,000 for bigger is 1950, and better public benefits.

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PLENTY OF CONVENIENT PARKING SPACE

Sincerely Yours:

Letters submitted to the Editor for publication must be signed. Opinions expressed in this column are those of the writer and do not necessarily represent the policies of this newspaper.

To the Editor:

The road problems of Farmington Township, as well as other townships close to a large city, seem to me to be caused by the fact that we are outgrowing our breeches—we need larger and better quality pants. Working people in low and medium income brackets are leaving Detroit to get away from high taxes. High income workers are getting out of the noise, smoke, dirt, and crowds.

We come to the suburbs to the nice green scenery and fresh air, where we can have a sunny lot or two to grow a few small fruits and vegetables for our tables.

Township seems to me to be the most beautiful of any I have seen, with its green hills and valleys. Even in the winter it is beautiful. But come spring and fall, it is a muddy mess. The reason for the mud is the mixture of ordinary low sandy ground with water that can't get away fast enough because of the traffic which is still a foot or so underneath. Mix these conditions with a few hundred automobile trips and it adds up to what we have now and every year.

All the gravel and sand the township puts on is washed, eventually washed away or pushed down under. A good part of it ends in the ditches. I think we need more sewers to carry the water away quicker, and a few more paved streets.

Parker Avenue could be paved from Eight Mile to the Cut-Off or Nine Mile Road, thereby relieving the traffic on the other paved roads in this subdivision. The paving of Parker Avenue would help our subdivision and if other subdivisions would pave one street to take the heavy traffic, the result in a few years would justify the added tax to the landowners. This paving could be started, then later when the people get used to such a luxury, the other lesser streets could be paved without too much shock to our long suffering residents.

It looks to me like the country officials look upon us as a low and degrading people, underserving of good roads, or they don't realize the population is steadily increasing, despite the poor roads. First, folks buy property out here when the roads are passable. Once they get settled, they can't get out easily. So we may as well pay our increased taxes, which would raise it out from any paving, with a smile.

After a few years of passable roads, we may get enough self respect to clean up our back yards, and improve our homes with modern plumbing, doing away with the outdoor toilets that don't mix well with shallow wells. Maybe we would have enough self-respect to welcome the zoning ordinance.

Surely there are plenty of workers available for road work, also plentiful materials. Let the welfare recipients get the pleasure of doing something constructive and exciting. Give them a chance to pay their taxes and improve their homes. I have not heard anyone complain about the increased school taxes because they know we need the schools. If our road tax went up as high as our school tax, or higher, and we really got lasting improvements, few would complain. What we don't spend for road taxes we will spend for things which will not benefit near as much.

It all adds up to the fact that we need more permanent, well drained roads, not cow paths of 1750. Utopia.

Pfc. C. E. Wolfe At Motor Pool

Private First Class Charles E. Wolfe, son of Mr. and Mrs. Wolfe, 22400 Lfasc Street, is currently on duty as a mechanic at a Regimental Motor Pool in the 8th Army in Japan. Assigned to Regimental Headquarters Company, Seventh Cavalry Regiment, First Cavalry Division, he was formerly company's armorer, but he was relieved of that duty since it was believed that his knowledge of vehicles could be better used at the motor pool.

Prior to his enlistment, Private First Class Wolfe was employed as a truck driver. Upon his entry in the Army in March, 1945, he took his basic training at Fort Knox, Kentucky, and upon the completion of his training, he was shipped overseas to Japan as a replacement.

Height of the Rock of Gibraltar is almost 1,500 feet.

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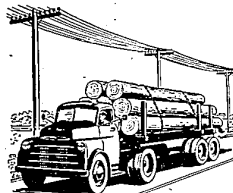
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Rural Tele-news



TIMBER—It takes a stable logging industry to keep Michigan Bell and other Bell System companies supplied with telephone poles. Altogether they use some 100 different sizes of poles, ranging from 16-foot "toothpicks" to 90-foot giants. Trees are but one of many products of the soil that are bought to provide you with telephone service.

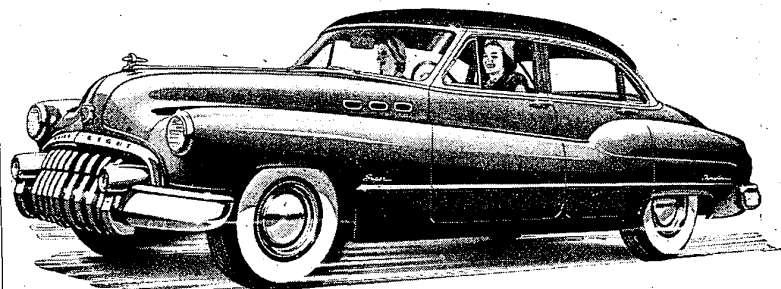
SAVINGS AT WORK—Every time you use the telephone, the accumulated small investments of hundreds of thousands of telephone stockholders go to work for you. One in every 50 families in the United States shares directly in the ownership of the Bell Telephone System. They have invested their savings in the ownership of the Bell Telephone System. To attract the money needed to improve and expand telephone service requires the continued confidence of investors. That takes a financially healthy telephone company.



FARM CITY—If you took the 73,000 telephones that Michigan Bell has added since V-J Day in the rural areas, you'd have as many telephones as there are in Flint, the third largest city in Michigan. To add all these telephones in our rural areas, we have set 75,000 poles and strung 37,000 miles of wire. This rural improvement and expansion program has cost more than \$15,000,000 since the war.

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Next, that Dynaflow saves you physically—after long trips you're less tense and tired, more relaxed.

But then, as the miles pile up—and this comes from cold, recorded fact after Dynaflow's two years of public operation—you spot savings you hadn't expected...

You save on tires—because power application is steady, even. On clutch expense—the usual friction clutch is gone.

You save on transmission maintenance, and the rear-axle expenses likely to go with it. And the way your engine is oil-cushioned against normal shocks and strains, shows up in less engine upkeep.

* Standard on ROADMASTER, optional at extra cost on SUPER and SPECIAL models.

You may well discover another pleasant surprise, too.

We are getting a steadily mounting number of well-satisfied letters about gasoline mileage with Dynaflow cars.

The SPECIAL has shown some records little short of phenomenal. The SPECIAL is delivering mileage that compares most favorably with gear-shift cars. And the ROADMASTER more than holds its own with cars of its size and bulk.

In short, there's a lot more to please your budget in the 1950 Dynaflow than its new lower price. Refinements over the past two years result in savings that are sizeable over the life of the car.

Knowing that, don't you want us to demonstrate the big side of Dynaflow—the utter smoothness of America's first oil-does-it-all drive?

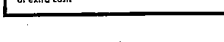
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- TRAFFIC-HANDY SIZE, less over-all length for easier parking and maneuvering, short turning radius.
- EXTRA-WIDE SEATS cradled between the rails.
- SOFT BUICK RIDE, from oil-coil springing, Safety-Ride rims, low-pressure tires, ride-steadying torque-tube.
- WIDE ARRAY OF MODELS with body by Fisher.

Matchless Team
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and F-263

In the Buick beauty pictured here you can have both Dynaflow and Buick's very latest in power, for every 1950 SUPER has the F-263 engine, that lively high-compression cheeper that's the big power thrill of the season. Dynaflow is optional equipment at extra cost.



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