

The Farmington Enterprise

A. C. Tagg Publishers J. M. Tagg

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NATIONAL EDITORIAL ASSOCIATION
REGULAR MEMBER

It's Our Opinion:

EDITORIALS:

The Prospects . . .

of a new and improved library for the Farmington area are beginning to look much brighter as a result of the action taken by the Township Board last week.

The Board, by its approval of the special library resolution, has joined the City Council in a formal declaration of intent to proceed with the establishment of new library facilities.

City officials have estimated that the prescribed millage would be very close to the regular budget allocation and therefore no special levy would be required.

However, in the case of the Township a special millage vote would be required. Thus the realization of a new library for the Farmington area will rest largely with the voters of the Township.

Since sufficient funds are available, through estates, to construct the new library, we feel it would be tragic for this proposition to die because of a negative vote.

The Farmington area is urgently in need of improved library facilities. Every effort has been made by the librarian and the library board to make the facilities as usable as possible, but the limitations are too great.

At the same time, adequate property has been made available, without cost, for a library site and sufficient funds are on hand to construct the necessary building. This can be had now without any additional expense to either the City or Township.

However, the site and the building are of little value unless they can be operated and maintained. This is where the voters must come in. The Enterprise believes that the millage question should be voted upon as soon as possible and, further, that a concentrated effort be made to bring all the facts before the people so that they will be properly informed.

The Farmington area needs a new library, and it can be had if we are willing to plan, to work, and to act!

Words Of Commendation . . .

may seem rather scarce at times, particularly where public officials and governmental organizations are concerned.

Although The Enterprise feels a responsibility to offer constructive criticisms on specific matters of community concern, it also holds an obligation to commend when, in its opinion, an outstanding job has been done. We believe that the recent decision of the City Council to accept an offer for the development of industrial property south of the Cut-Off and east of Gill Road is both constructive and progressive.

Through its action the Council has not only greatly enhanced the tax base of the City, but it has turned otherwise idle land into a useful asset. Since the property is owned by the City, the revenue from the sale can be utilized immediately for community services. This is particularly important in view of the limited funds available through the present budget.

It is essential that more emphasis be placed on the planning of future industrial sites throughout the Farmington area. This type of development is urgently needed if we are to have the services and the facilities necessary to meet the demands of our growing community.

An All-Out Effort . . .

is being made by some individual politicians to cast doubt and suspicion on the ability and character of Vice-President Richard Nixon.

There is nothing new in this effort. It was tried before without success during the 1952 campaign, and while we have come to expect such tactics in a political rattle, it hardly seems fitting at this time. The Nation has displayed great respect for President Eisenhower's judgement. He, in turn, has placed more responsibility in the hands of Richard Nixon than has ever been given to any other Vice-President in our history. This can spell only one thing . . . genuine faith and confidence.

Politics, like football, has a definite place in our way of life, but as good sportsmen, we like to see the game played fairly. Constructive criticism is fine, but political mud-slinging, especially at this time, belongs out in the alley.

GO TO CHURCH THIS WEEK

CHURCH OF GOD
25841 Shawansee at Middlebelt
Sunday Services 11 a.m., 9 p.m.
Sunday School, 10 a.m.
Wednesday, 8 p.m.

FARMINGTON ASSEMBLY OF GOD
Grand River at Middlebelt
Sunday Services, 11 a.m., 7:30 p.m.
Sunday School 10 a.m.
Wednesday, 7:30 p.m.

CLARENCEVILLE METHODIST CHURCH
Grand River at Cambridge
Sunday Services 8:45, 11:15 a.m.
Wednesday, 7:30 p.m.
Rev. Elsie Johns

FARMINGTON FIRST BAPTIST CHURCH
Sunday Services 9:30, 11:40 a.m., 7:30 p.m.
Wednesday, 7:30 p.m.
Dr. G. Northrup GR. 4-2983

SALLEN EVANGELICAL CHURCH
Church School at 9:15 a.m.
Worship Service at 10:30 a.m.
Nursery School maintained during the worship hour.
Rev. Carl Schultz GR. 4-6880

FOREST HILLS UNITED MISSIONARY CHURCH
12 Mile east of Orchard Lake Road
Sunday School, 9:45 a.m., 10:30 a.m., 7:30 p.m.
Youth Fellowship, 6:30 p.m.
Rev. Lloyd Shue GR. 4-1543

OUR LADY OF SORROWS
23045 Powers Road
Sunday Masses, 7, 8:30, 9:45, 11 a.m.
Daily, 6:30, 8 a.m.
Fr. T. Beahan GR. 4-5720

SEVENTH DAY ADVENTIST
Grand River at Oxford
Sunday Services 10 a.m., 7 p.m.
Church Service — 11:00 a.m.
Wednesday Prayer — 7:30 p.m.

MISSIONARY BAPTIST CHURCH
Services at 29911 Inkster Road
Clarenceville Odd Fellow Hall
Sunday Services 11 a.m., 7:30 p.m.
Sunday School 10 a.m.
Rev. Roy Johnson GR. 4-5355

ORCHARD METHODIST CHURCH
13 Mile near Greening
Sunday Service 11 a.m.
Church School 10 a.m.
Rev. L. I. Lord LI. 2-8010

ST. PAUL'S LUTHERAN
Middlebelt Eight Mile Road
Sunday Services 8:30, 10:45 a.m.
Sunday School and Bible Class 9:30 a.m.
Rev. W. Hultskai GR. 4-0672

GRACE LUTHERAN CHURCH
25600 Grand River
Sunday Services 8:30, 11 a.m.
Sunday School 9:30 a.m.
Rev. V. Halboth

TRINITY EPISCOPAL CHURCH
Services in Universalist Church
Sunday Services: 9:30 a.m.
Wednesday, 4 to 8 p.m., School Children.

FIRST PRESBYTERIAN
Services in Farmington H. S.
Sunday Service, 10:30 a.m.
Church School at same time.
Rev. R. Geiser GR. 4-1671

ROCHESTER CHURCH OF GOD
29021 Angling Road
Tuesday Service 7:30 p.m.
MARANATHA EVANGELISTIC CHURCH
18888 Beech Road
Sunday services, 11:15 a.m., 7:30 p.m.
Sunday School, 9:45 a.m.
Thursday, 7:45 p.m.
Saturday, 8:00 p.m.
Rev. Stanley Low

LIVONIA METHODIST CHURCH
Services near Farmington Rd.
Sunday Service, 9:30 a.m.
All Sunday School, 9:30 a.m.
Youth Fellowship 6, 7 p.m.
Prayer Meeting Wednesday 8 p.m.

SOUTHFIELD COMMUNITY CHURCH
21122 Indian Road
Sunday Services 11:15 a.m., 7:30 p.m.
Bible School 10 a.m.
Wednesday, 7:45 p.m.

NOVI BAPTIST CHURCH
Sunday Services 10:30 a.m., 7:30 p.m.
Sunday School 11:30 a.m.

GAYLORD BAPTIST CHURCH
10188 Gaylord Road
Sunday Services 11:15 a.m., 6 p.m.
B. Y. F. 7:30 p.m.

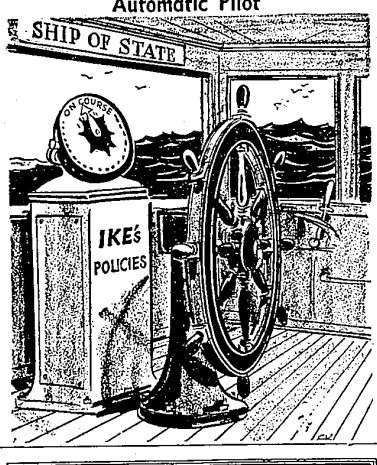
CHRISTIAN SCIENCE CHURCH
28701 Cass Avenue
Sunday Service 11 a.m. at Town Hall.
Sunday School 11 a.m.
Wednesday, 8 p.m.

CHURCH OF CHRIST
West Point Park
Sunday Services 11 a.m., 7:30 p.m.
Bible Study, 9:45 a.m.
Wednesday, 8 p.m.

FIRST UNIVERSALIST CHURCH
Warner and Thomas Streets
Sunday Service, 11 a.m. Church School at same time.

KENWOOD CHURCH OF CHRIST
14000 Middlebelt Road
Worship Services: 11 a.m., 6:30 p.m.
Bible School at 10:00 a.m.
R. C. Crandell GR. 4-4751

FIRST METHODIST CHURCH
Grand River at Cambridge
Sunday, 8:50 and 11:15 a.m. (duplicate services).
Church School, 10 a.m.; Youth Fellowship, 6 p.m.; Intermediate and 6:30 p.m. for Senior.
Rev. R. Bursaw GR. 4-6573



FARMERS ARE NEXT in line after highway users to reap the benefits of round-robin attack on state problems.

There are those who will charge that the ideas sponsored by Governor Williams and his staff of elected state officials are merely investments in the 1956 campaign.

Democrats view them — at least publicly — as their contributions to the 1956 campaign.

First of those to come up with a special program outside the governor's office was Secretary of State James M. Hare, who drafted the Democratic highway safety program.

It lay in his desk for weeks until it could be "cleared" through Williams, promoted and presented. Now highway safety is to be the main item in a special legislative session.

Republicans look at it this way. People have been killed and maimed on Michigan highways since Detroit's automobile industry put the world on wheels. Those who survived have tried to stop the slaughter.

Safety campaigns have been conducted and laws have been passed by the legislature, all toward the end of cutting down the "toil of progress."

Statewide speed limits have been proposed. Tougher licensing procedures have been enacted. A former secretary of state created a central driver licensing system with legislative help.

But it's been a slow process. Some of the state's top newspapers and others have made highway safety a major issue. They have tried to protect people from themselves.

Now comes Hare with a program for the special session, endorsed by Williams. Democrats would like to put into effect immediately.

"This is nonpartisan," said Hare. "While the Hare Democratic program is sponsored by a party, it groups together all the dozens of proposals and hopes of Republicans who have pushed individual ideas for years."

In fact, most of Hare's program can be traced to recommendations of the Michigan Safety Commission, a group of intensely interested people who have studied highway safety for several years.

But, as one Republican legislative chief said, "if it saves one life, the program will be worth the trouble, whichever party proposes it."

Commenting that a new Democrat in office must work harder to hold this job than a Republican in a traditionally Republican state, Hare said:

"The reasons now are more pressing than previously. It is called his program the 'Three E's of Safety: Education, enforcement and Energy.' He said that more than 2,000 will die on Michigan highway this year."

BE PREPARED to learn about a "Democratic State Farm Program." It was drawn by Treasurer Sanford A. Brown, whom Williams nicknamed "Farmer Brown" during the last election campaign.

Brown disclosed at a Democratic State Central Committee meeting that he was preparing the program, but refused to go into detail. He will submit his plan to Williams.

Tying in with Brown's announcement the Michigan Commission of Agriculture and the State Agricultural Marketing Council met jointly and informally.



LOOKING AHEAD
By GEORGE S. BENSON
President—Michigan College Society, Ann Arbor

In the comedy cartoon movies, a frequently used gag shows a dog named Fido accidentally becoming entangled in a huge mysterious-looking machine, and disappearing inside it.

Automated machinery comes a long string of link-sauges or "hot dogs," with the lead sausage still barking. Just like Fido had barked. This is fictional "automation." In the comedy cartoon it isn't real, of course. It isn't real in a 1955 packing house where "hot dogs" are made. Automation hasn't progressed quite that far.

There are many gabogous about automation. It is well to be reminded that it isn't a new idea — that, indeed, "Fido" has been going through the "hot dog" sequence for 30 years at least. Some American industries have been using what's now called "automation" for at least 30 years.

Important production jobs in the petroleum, auto and other industries have been handled automatically through machine control for many years. Automation is an evolutionary development — a logical outgrowth of the competition and the ingenuity of free men.

The term "automation" was coined a few years ago to describe automatic motion, or control by machinery. When a machine stamps out a part for an automobile or a television chassis, frequently the part has to be served on a conveyor belt and placed in an assembly — by hand.

When other machinery is developed to transport the part to the assembly and automatically fix it into place, this is automation.

It is merely an extension of the modern machine-tool concept of manufacturing which was pioneered in America — a healthy, logical step in production progress. And yet some people are viewing automation with alarm, declaring that it will create vast unemployment and cause a disaster in America.

Such viewing with alarm has accompanied many phases of America's industrial development.

When blacksmith shops began to go out of business as the automobile replaced the horse and buggy early in this century, there were marks of alarm from many quarters. Even Woodrow Wilson, then a professor at Princeton University, spoke out with misgivings about the automobile's development. The prevailing thought among the alarmists was that there would be no jobs for the people temporarily displaced in the wagon and buggy industry and this meant disaster.

Some of today's economic textbooks state that it is questionable whether inventions are good for the nation, particularly new industrial production machines which cut down on human labor. All this seems to be rather shortsighted for even blind reasoning. The facts about the development of the automobile are available. The development made 10,000 jobs for every one which it eliminated in the wagon and buggy industry. The same is true as regards the

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Looking Back Through The Enterprise Files

20 TWENTY-FIVE YEARS AGO (October 23, 1930)

Town Hall Property
Papers have been prepared, and will soon be filed, to institute action in Circuit Court for determination of the ownership of the Farmington Town Hall property. The suit follows failure of every effort to reach an agreement between the Township, City and Masonic Lodge on percentage of ownership of the property. By setting up the claim that the Township is and always has been the owner of the Town Hall, the Township is apparently throwing the City and Masonic Lodge on the defense by forcing them to come into court and prove any ownership they may claim.

Power Avenue Sewer
Application for a permanent injunction restraining the City of Farmington from connecting and using the Power Avenue unit of the city's new sewer has been filed in Circuit Court in Pontiac by Mr. and Mrs. Ernest Fink of Power and Grand River. The purpose of the injunction would be to prevent the discharging of sewage into a branch of the Rouge River, which flows through the Fink property. The Finks declare that the use of the sewer would damage their property to the extent of \$10,000. The case will open in court on October 27.

TEN YEARS AGO (October 25, 1945)
School Carnival
Arrangements have been completed for the Farmington High School Carnival, it was disclosed this week. The event will be held on November 9, starting at 8 p.m. There will be the usual carnival booths, refreshments, and an elaborate floor show, consisting of entertainers from the various high school classes. All students, parents and other residents of the area are invited to attend.

St. Paul's Dedication
The Christian Day School addition to St. Paul's Lutheran Church, Middlebelt and Eight Mile Roads, will be dedicated Sunday, October 22, at 3 p.m. The service on Sunday will also commemorate the 25th anniversary of the dedication of the congregation's present church building. St. Paul's Church School has been in operation almost 50 years. Present enrollment at the school is 74.

FIVE YEARS AGO (October 26, 1950)
Floral Park Water
A new eighth water main and fifteen fire hydrants were promised for Floral Park last week. The contract to construct the main was awarded to Ivan Oliver by the City Commission. In place of constructing a complete new system, however, the present six-inch main between Prospect and Lakeway Streets will be tapped and placed in an assembly — by hand. When other machinery is developed to transport the part to the assembly and automatically fix it into place, this is automation.

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