

## Propose To Construct Three Elementary Schools And Junior High, Yet Keep School Tax At Minimum

Editor's Note: This is the fifth in a series of articles to provide residents of the Farmington Public School District with a better understanding of the problems which lie ahead in providing adequate educational facilities for youngsters of the area. Statistics and informational material has been provided by members of the school administrative staff. The series is designed to present an insight into the school problem prior to March 25, when electors will go to the polls to vote on a proposed bond issue to raise \$2 million for construction of new schools in the district. An expenditure of \$2 million for new schools in one year may seem like a large sum to pay. It is, however, the minimum amount which school administrators and School Board officials have determined will be needed to continue to provide adequate educational facilities for children in the Farmington public school system.

The need for additional classrooms in the school district is already critical, as was brought out in detail in an earlier article in this series. It has already been determined that some elementary grades will have to be placed on half-day sessions at the beginning of next school year. Schools to be constructed with money from the \$2 million bond issue to be voted on March 26, if passed, will not be completed before 1957.

Tentative plans call for the construction of three elementary schools on new school sites not yet determined. These three schools would afford approximately 1,800 seats in the "school system." It has been estimated that approximately \$800,000 will be required to construct these schools. This is an average of \$23,000 per classroom.

Plans also call for the construction of a second junior high school in the district on a 20-acre site already purchased at Twenty Mile and Farmington Road. A 20 to 24 room unit will be built at an approximate cost of \$800,000. When the second junior high school is opened, the ninth grade will be added to the seventh and eighth grades in the junior high units. The high school will then accommodate the only tenth, eleventh and twelfth grade students.

It is anticipated that approximately \$200,000 from the \$2 million bond issue will be required for equipment and miscellaneous items. The remaining \$400,000 from the bond issue is earmarked for the school district's revolving site fund for the purchase of additional school sites.

If projected enrollment figures are correct and exceedingly large enrollment increases are experienced through the 1956 and 1957 school years, it is quite certain that classroom shortages will again be evident by the beginning of the 1958 school year. Another school bond issue in 1957 or 1958, based on these projected figures, is more than likely certain.

The \$2 million bond issue to be voted on this year will be for the sale of unlimited bonds, qualified by the Superintendent of Public Instruction for purposes of a state loan. Electors will be asked only to approve or disapprove the proposed bond issue and not for approval of a set millage rate on these bonds to be sold. Both the 1951 and 1954 Farmington school bond issues were for the sale of limited bonds requiring voter approval of both the bond issue and a millage rate on these bonds.

The sale of these unlimited bonds, Superintendent O. E. Dunckel pointed out, permits the bonds to be issued for a period of 25 to 30 years. Limited bonds can be issued for no more than 20 years. The sale of unlimited bonds as qualified also protects taxpayers from excessively heavy school taxes. It provides that a school district may limit its tax rate for the retirement of qualified bonds to 13 mills on the state equalized valuation of the district. Any additional amount needed to meet the payment of principal and in-

terest on the \$2 million bond issue would be paid off when the school district's tax rate on all bond issues required in the school district will never exceed \$13.00 per \$1,000 assessed valuation of property.

In conclusion, Superintendent Dunckel emphasized the fact that though the sale of unlimited and qualified bonds would permit borrowing from the state, he was certain that state help would not be necessary at the present time.

The primary question in most taxpayers' minds is the effect which passage of the \$2 million bond issue will have on individual taxes. Last week it was pointed out that school taxes in 1955 were \$25.24 per \$1,000 assessed valuation and that based on a conservative total state equalized valuation for the City and Township of Farmington of \$43,714,917 or a 10 per cent increase they would be reduced to \$20.96 per \$1,000 assessed valuation in 1956.

Based on this estimated state equalized valuation it has also been

## Douglas Byron Competes In Olivet Art Program

A report from Olivet College disclosed last week that Douglas Byron of 2155 Talane, Farmington, participated in the college's first annual art competition program. Although his art work was not judged as the best in the contest, he was awarded a set of Olivet seal book ends for entering his work in competition.

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## NOTICE OF SPECIAL ELECTION

To The Qualified Electors of Farmington Public School District Oakland and Wayne Counties, Michigan:

NOTICE IS HEREBY GIVEN, that a special election will be held in Farmington Public School District, Oakland and Wayne Counties, Michigan, on Monday, the 26th day of March, 1956 from 7:00 o'clock a.m. to 8:00 o'clock p.m., Eastern Standard Time, to vote upon the following proposition:

Shall Farmington Public School District, Counties of Oakland and Wayne, State of Michigan, borrow the sum of not to exceed Two Million Dollars (\$2,000,000) and issue its bonds therefor, for the purpose of defraying the cost of erecting and furnishing a junior high school building and elementary school buildings and acquiring additional school sites in said school district?

NOTICE IS FURTHER GIVEN, that the voting place for said election will be at the junior high school gymnasium, 33000 Thomas Street, Farmington, Michigan.

NOTICE IS FURTHER GIVEN, That the Board of Education of said school district has estimated that Two Million Dollars (\$2,000,000) is the amount of money necessary to be borrowed for the project for which said bonds are to be issued.

ELIZABETH G. DOWNING, Secretary of the Board of Education

Dated: March 1, 1956

## Franklin Knolls Consider Private Area Bus Service

Questionnaires have been sent to all residents of the Franklin Knolls area to determine how many would like a private bus service to and from the area. The survey is being conducted by the Franklin Knolls Improvement Association to determine how many would use such a service and how often. If it were provided, other questions are being asked to determine how often and at what times persons would like service to given points. Also being asked in the questionnaire is how many would like to use a daily bus service to downtown Detroit and back in the morning and evening.

After results of the survey have been tabulated, it will be decided whether or not such a bus service can be provided. Survey results and the association's decision on the project will be announced as soon as information is available.

The Navy's experimental XC-7 steam catapult is able to propel a 15,000 pound plane from a standing start to 168 miles per hour in three seconds, it is currently under evaluation at the Naval Air Test Center.

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## Bennett Cerf Interviews George Romney

Noted publisher, columnist and television personality sets aside steady career of revolutionary advance in car construction from the President of American Motors.

CERF: Mr. Romney, why do you offer a total of \$25,000 insurance with your new cars?

ROMNEY: It backs up my claim that "single unit" construction makes the strongest, safest, most modern cars.

CERF: Is there really that much difference between the way you and other manufacturers make cars?

ROMNEY: All the difference between yesterday's railway coach and today's streamliner. Other cars still use a principle old as the ocean: A flat frame bolted under a separate body. In our cars, frame and body are welded as a "single unit." It's the biggest stride since the all-steel body.

CERF: And this makes a safer car?

ROMNEY: Twice as safe. Instead of a flat frame underfoot, our frame is a steel, box-girder enclosure as big as the car. It gives you "wrap-around" protection in front, rear, sides and top.

CERF: That sounds like real protection.

ROMNEY: That's not all. Flat frames are used stiffly. So they transmit collision force throughout the car. Our big steel box-girders up front absorb most of the impact. They take the brunt of the punishment instead of passengers.

CERF: What about performance?

ROMNEY: That's a real plus. "Single unit" construction gives a better power-weight ratio. It's stronger and safer, but eliminates useless weight and bulk. Our cars have set many new records.

CERF: And economy?

ROMNEY: They're tops. Rambler holds the gas mileage record in Mobilgas Economy Runs. Again, because our "hard-muscled" single unit avoids dead weight.

CERF: I like room and comfort.



ROMNEY: Nash and Hudson have more room inside than any high-priced car. Rambler equals medium-priced big cars. As for ride, the greater strength of our "single unit" lets us use larger springs and superior front suspension.

CERF: Isn't resale value important?

ROMNEY: You bet. Rambler has top resale value in the low price field. In addition to other advantages, welded single unit cars last longer, make better used cars.

CERF: If all you say is true, why don't the Big Three make cars your way?

ROMNEY: You see, more "bigness" can be a handicap in advanced automobile engineering. One of the biggest of the "Big 3" was years behind others in adopting the all-steel body. The bigger you are, the more factories you have—the more it costs to change.

CERF: I can understand that.

ROMNEY: Beginning in 1950, we spent over \$50,000,000 to develop the "single unit" car. Today, it will cost the biggest companies billions to re-tool for our method.

CERF: Do you think they will follow you?

ROMNEY: No doubt about it. Our major competitors will probably make the change gradually—piece-meal—or one model at a time. Frankly, we will be happy to see our "single unit" construction adopted, because it will mean better, safer cars on American highways.

CERF: Well, I'm about ready for another car. I'm going down to look at American Motors cars.

ROMNEY: All I ask anyone to do is see and drive our modern "single unit" cars at a Nash or Hudson dealer's. The rest is up to you.