

SIXTY-EIGHTH YEAR — NUMBER 47

FARMINGTON, MICHIGAN, THURSDAY, AUGUST 23, 1956

**West Farmington**  
Mrs. I. Knapp — MA. 6-3833

John Wedow is reported critically ill at the Pontiac General Hospital.

Mrs. Starr Heliker and two children, accompanied by Mrs. Cora McDonald, Mrs. Grace Heliker and Mrs. Charles Heliker, motored to Frankenmuth, Michigan, last week where they enjoyed a birthday dinner with an aunt.

Mr. and Mrs. Arthur Bone called on their cousins Mr. and Mrs. Charles Heliker, on Wednesday evening.

Mr. and Mrs. Dick Bowers and Mrs. William Tamm attended a cousin's wedding in Flint last Saturday. The bride is the daughter of Rev. George Doney of the Baptist Church in Flint.

Roland Green left Sunday to join his wife and children, who have been spending the past three weeks in Florida.

You don't need to go to the meat market to sample canned ham. Have you watched any of the mid-night movies on TV lately? They have been on the self in the film cans for years.

**STATE FAIR  
PARADE**Fri. Aug. 31 — 11 a.m.  
Downtown Detroit**SOFTER, FEMININE  
LOOK INDICATED  
IN FALL DRESSES**

A softer and more feminine look identifies fall dresses. Softening is developed with blousing, panels, bustline drapes, necklines and side wrap skirts. The narrow silhouette leads for both day and evening. The 1952 influence is coupled with the slim silhouette and the softer trend. Braid trimming, beaded chiffon, high sashes and tunic effects are pre-World War I evidences. Panels, both attached and floating, are an important softening feature throughout the dress collection. Panels suggest Empire bustline, extend into attached harmonious, double as styles.

The molded and belted look continues although belts make a greater impression in this year's collections. Blousing caught in waist or hipline belts is one reason for the increase. Midriffs, high sashes and wide crushed girdles are 182 inspirations that focus on a short-waisted look.

Costumes are important this year, changed with shorter jackets stopping at or above the waistline, and semi-fitted hipbone jackets. Paris-inspired flat back panels gathered or caught with bows and tabs are a feature of many semi-fitted costumes.

If you fail to vote this fall, you will have no excuse to criticize, whichever administration takes office next year.

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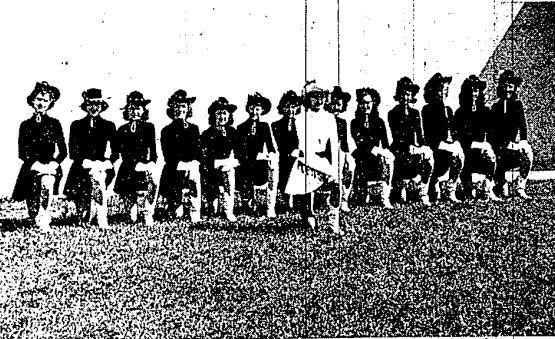
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Youngstown Kitchens****THE DRILL TEAM** known as "The Rae-Vens" under the direction and supervision of Miss Jackie Rae Voorhees of Dan's Studio at the Pontiac, will perform here Friday night at the American Legion Home. They will make up a part of the program for the joint installation of the Farmington American Legion Post and the Legion Auxiliary officers, to begin at 8:30 p.m. The drill team is composed of 13 girls and a mascot. Organized in January of this year, they have traveled over 2,000 miles since May, making appearances throughout Michigan and Canada. In high demand for parade work, they are especially known for their fine exhibition drill.**OAKLAND COUNTY  
CIO COUNCIL PLANS  
SERIES OF LECTURES**

The Community Services Committee of the Oakland County CIO Council is again sponsoring a series of lectures designed to inform their members of the facilities provided by public and private agencies. This year two series will begin at the same time, one class in the north end of the county and the other class in the south end of the county.

The North Oakland Class will be chaired by Arthur Heaton, chairman of the CIO-CSC, and will be held each Wednesday evening for six weeks beginning September 12. The North Oakland series is sponsored in cooperation with the Pontiac Area United Fund, Inc., and will cover mental health, unemployment compensation, welfare aids and duties and services of the Community Services Committee of the CIO.

The South Oakland Classes are sponsored in cooperation with the American Red Cross and will be chaired by Hugh Charteris, vice-chairman of the CIO-CSC. This series will be held each Tuesday evening beginning September 11, and will continue for six weeks and will deal entirely with the services and facilities of the American Red Cross.

The classes are from 7:30 p.m. to 9:30 p.m. and are open to union members and their families. Union Card and Certificates will be awarded to those people attending the course.

For further information, call the CIO Council office at PE. 4-0579.

**EXCESSIVE SPEED  
INCREASES COST  
OF AUTO OPERATION**

Drivers are urged to think of the costs of operating their vehicles when tempted to speed by L. D. Rahilly, president of the Michigan Trucking Association. He states that tests have shown that gas and oil consumption increase drastically as speed increases. An increase in speed from 40 to 60 miles per hour reduces gas mileage about 30 per cent. It approximately doubles oil consumption.

Rahilly added that high speed is hard on other parts of the car — notably tires and brakes. "Heat," he said, "is the greatest single enemy of long, trouble-free tire life. At high speed, the heat which is generated by friction between tire and pavement and the internal friction between parts of the tire is tremendous. This reaching the point where it tends to melt the tires."

"High speed also creates a phenomenon known as tread wear, which is a distortion of the tire created as each segment of the tread touches the pavement and then leaves it as the wheel rotates. 'Tread wear' is present at all speeds — but at high speeds it literally pulls the tire apart," Rahilly explained.

"Brakes, too, take a beating — for two reasons," he continued. "First, unless the high-speed driver is exceptionally skillful, he uses his brakes more often than the moderate driver. This, in itself, reduces brake life. Secondly, on any stop, or use of the brakes, the energy created by the motion of the car must be converted into heat energy and be absorbed by the brakes. This process results in wear which increases greatly with speed."

"As any driver knows, gas, oil, tires, brake linings, and automatic brakes are expensive. Slow down and live — and save your money, too," Rahilly advised.

A Classified Ad In The Enterprise Costs Only A Few Cents, Yet Brings Quick Results

**Uniform Traffic Laws, Ordinance  
Group Seeks New Safety Legislation**

In an effort to halt the nation's headlong rush into the most calamitous traffic toll of all time by the end of 1956, the National Committee On Uniform Traffic Laws and Ordinances is calling on state legislatures throughout the country to establish absolute maximum speed limits and give law enforcement officers more sweeping on-the-spot arrest powers. This action was taken at a meeting of the Committee in Chicago and was announced recently by Thomas M. Boate, a committee member and Accident Prevention Department manager of the Association of Casualty and Surety Companies.

The committee's approval of these changes in the Uniform Traffic Code coincided with the National Safety Council's announcement that traffic fatalities in the nation have consistently increased for the sixteenth consecutive month and are threatening to reach an all-time high of 42,000 deaths for 1956. This action is considered as particularly significant by traffic accident specialists because the committee membership consists of the official representatives of federal, state and municipal traffic law enforcement executives as well as business and industry interests.

The first of the two major changes calls for the abandonment of prima facie speed laws in favor of absolute limits and would greatly simplify enforcement of speed laws. Under the newly recommended system, any motorist exceeding the maximum speed established by law would be guilty of a traffic violation. Under the prima facie law, a motorist charged with speeding cannot be judged guilty of a violation unless the arresting officer is able to prove that, under the conditions existing at the time of the arrest, such speed was unsafe.

At the present time, 39 states have absolute limits. Under the limits, 21 have prima facie limits and eight have limits designated only as reasonable and prudent. To facilitate enforcement, increase the safety of the highways and bring about uniformity of traffic laws, the committee voted to urge all states to adopt absolute limits. It further recommended that, under the most favorable conditions, the maximum speed should not exceed 60 miles an hour in rural areas and 50 miles an hour in built-up areas, with downward zoning to meet local conditions.

The second major change recommends broadening the authority of enforcement officers to allow them to make on-the-spot arrests of persons who are reasonably believed to have committed such violations as reckless driving, negligent homicide, driving while under the influence of alcohol or drugs, leaving the scene of an accident, refusing to give information or refusing to aid accident victims.

Under most existing systems, these offenses are considered misdemeanors rather than felonies. Under the common law rule, an officer can make an on-the-spot arrest of a felony suspect, but must get a court-issued warrant for the arrest of a person suspected of committing a misdemeanor. The time lapse in this system often allows suspects to sober up (if drunk) or to leave the scene of the accident. If the suspect is from out of state, he can often escape trial completely by returning to his home before a warrant can be issued.

The new law allowing officers to make on-the-spot arrests of persons charged with misdemeanors, traffic safety leaders pointed out, would thus make possible the apprehension of many violators who now frequently escape prosecution.

**The Driver's Seat  
'Night Sight'  
A Big Fallacy**

"Don't worry about me, I can see in the dark. I can see like a cat."

With these words, the man started his car, drove off down the highway and, ten minutes later, wrapped himself around a telephone pole. He couldn't see in the dark; he only thought he could.

The idea that some people are peculiarly gifted with "night sight" is a fallacy apparently firmly fixed in our national folk consciousness. Another one is the belief that "lightning never strikes twice in the same place." Act on either of these notions and you're headed for tragedy.

Night vision is far from being merely the simple matter of seeing your hand before your face, or of distinguishing the headlights of an approaching car. What do you mean when you say you can "see" at night? Do you mean you can distinguish objects clearly under low illumination? That you can recover quickly enough from the glare of oncoming headlights to keep yourself — or someone else — from being an accident victim? That you can judge accurately at night the distance between you and the objects you see?

If you can't do all of these things, you can't see at night — you only think you can. And the driver who acts on what he thinks he sees has a date with disaster.

The fact is, most traffic fatalities occur at night. The "ten hours of trouble" between dusk and dawn are the most dangerous driving hours on the clock. The engineers who build our roads and highways know this. They also know, however, that many drivers won't believe this proven fact. Therefore, the scientists and engineers try to protect these drivers against themselves by building into our highways safety factors especially designed to save lives at night.

There are the flashing red lights at railroad crossings, the special traffic signals that function only at night, and the reflectorized, 24-hour signs that warn of sharp curves, crossroads, and other highway hazards. In addition to these after-dark safety devices, many states are painting centers and shoulder highway lines with light-reflecting material that gives drivers continuous safety guidance — day and night and in all weather.

The men who work to make your life safer on the highway know they don't have cat's eyes. They believe in their signs. You will drive farther and live longer, if you believe in them too.

John Clappison Sells Insurance  
Phone, GR. 4-3511**PUPPET THEATRE,  
NEARLY 100 YEARS  
OLD, NOW IN DETROIT**

A complete puppet theater, nearly 100 years old, is now on view in the Recent Accessions Gallery of the Detroit Institute of Arts.

About ten feet high, the theater is stocked with seven puppets about two feet tall and 22 pieces of elaborate background scenery which can be transformed instantaneously from one setting to an entirely different one.

The theatre, which would half the average modern kitchen, was constructed to amuse the children of Walford Manor, Shropshire, England, about 1870.

The palace setting now on view, complete with chandeliers of colored glass, emerges in an instant from a forest scene. This is in the tradition of transformation stage settings much used in both the human and puppet theater in the last century.

The puppet theater is the only one of its kind in this country. As well as constituting an important addition to the Art Institute's growing collection of puppetry, it reproduces exactly but in small scale the appearance and quality of stage settings for the human theater in the later Victorian years.

The puppets represent stock characters which could be used for various plays. One original script with such characters as "Sir Skeethus Beever, his wife Lady June, daughter, Arabel and two suitors, is included with this remarkable example of Victorian playthings.

The theater was purchased from England through the Paul McPhail Memorial Fund given in memory of the Detroitier who was one of America's great authorities on puppetry.

Try An Enterprise Classified Ad!

**JUMPER, JACKET  
ENSEMBLES NEW  
SPORTSWEAR TREND**

Sportswear designers are now offering many jumper-jacket ensembles that are actually part-jumper, part-dress. Incorporated in these are important fashion themes as the Empire, drawstring jackets, back detailing, caracos and stalk-slim silhouettes.

Also receiving greater attention are fabric-trimmed sweaters and skirt teams, all with a dress look in mind. Well liked at this time are detachable trimmings that allow for sweaters washable. However, tops featuring applique trimmings, yokes, collars and tabs are also popular.

Dyed-to-match sweaters and skirts continue strong. Reports indicate that silk shirts colored to flannel skirts or shirts that pick up the dominant color in tweed, plus jersey blouses coordinated with skirts are newer expressions of dyed to match.

The final result of all these separates is one of unity: line and shape have been manipulated within a monochromatic color scheme. Separate skirts and blouses very often add up to the two-piece dress, and sweaters or skirts with coordinating shirts and jackets emerge as the costume.

Trimnings—this fall are not for accentuation. Rather they do more to relate separates and make for more compatible coordinates. Leather has come up importantly this way, and also as trimming for uncoordinated skirts.

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