

The Farmington Enterprise

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It's Our Opinion:

EDITORIALS: One Year Ago . . .

This week, the Enterprise put down in black and white a series of suggested proposals, which, together, formed a constructive program of objectives for 1956. These suggestions were, carefully weighed and analyzed before publication. In our opinion, at least, they were not only practical but necessary for the future well being of the community. It is satisfying to note that many of these suggestions were carried out in 1955. We do not mean to imply that these suggestions originated solely with the Enterprise, nor do we mean to take credit for their accomplishment. As a community newspaper, we attempted to point out these objectives and to support any constructive move to make them a reality.

While many of these suggestions have come to pass, others are still left undone. This is due to numerous factors including differences of opinion on objectives, lack of organization, complicated details and indifference to the urgency of the situation. All of these factors do not apply in every case, but certain of the elements are existent in each. Unfortunately, still another major factor is involved . . . the all-too-prevalent policy of working against each other rather than working with each other.

During 1956, through cooperation and understanding, the community succeeded in accomplishing these important objectives: provided additional off-street parking in the city business district, launched an organized street improvement program throughout the city, completed organization of the joint city-township library district, initiated driver training courses in the public schools, enlarged the township police force, improved office facilities at the Town Hall including the construction of a vault for the safe keeping of valuable records and added materially to the tax base through the influx of new commerce and industry.

While these accomplishments represent real progress, we must look ahead to 1957 and those things which have been left undone. In the coming year, we must work harder on the realization of a water system and sewage disposal system in the township, as well as the further organization of our township government through the appointment of commissioners or committees within the Board of Trustees to coordinate and assist the administrative departments. Plans should be initiated for the gradual integration of the police and fire departments of the city. A joint city-township department of recreation should be established. The obvious need for additional school building facilities should be promoted and supported. A new library building for the city and township should be started. Renewed efforts should be made to organize a cooperative and effective merchants' association.

These are but a few of the challenges that will mark our path in the year ahead. What is written on the next 365 blank pages will be up to us, the citizens of the Farmington community. Let's hope that we can be justly proud of the record when we close the book on 1957!

Maybe You're Not Interested . . .

in statistics, but what happens when you see a smashed car along the side of the road? You're interested! Put the two together, the statistics and the accident scene, and you have a picture that no driver can afford to forget. We sincerely hope this New Year's holiday that everyone will put the picture together. While statistics may be cold and impersonal, an accident scene is real and human. It affects human hearts and human bodies and leaves pain, suffering and tragedy in its wake.

Each and every one of us would take a long and searching look behind the weekly statistics, there would be a lot less accidents and a lot fewer deaths and injuries. If we could but see and remember the consequences of a moment's carelessness . . . the broken family, the darkened home, the loss of income, the loneliness that follows tragedy. You say we're being too dramatic? Put yourself in the picture! If it can happen to somebody else . . . it can happen to you.

Let's not kid ourselves. If we want to live to see 1957, we're going to have to face the statistics. Too many people are going to die on our highways this New Year's because they have the idea they can beat the statistics. They think they can blast over the speed limit and get away with it . . . they think they can crowd the center line and no one will see them . . . they think they can mix liquor with gasoline and get home in one piece. Remember the statistics or you may become one yourself!

What's New With OUR NEIGHBORS

PLYMOUTH—One hour of the City Commission's one and one-half hour long meeting Monday night was devoted to citizens' suggestions department with 16 people appearing to protest the ban on parking restrictions on one side of South Main street. Signs forbidding parking on the west side of South Main went up on a temporary basis two weeks ago and both businessmen and their customers angrily protested the action of the commissioners. Despite strong protest, the mayor informed those present that the ban on parking on South Main was felt necessary because of heavy traffic on the road. He also indicated that it will probably be necessary in the near future to ban parking on both sides of the road. The zoning ordinance, he said, now requires off street parking to relieve congestion on the main streets in the business area.

NOVI—Petitions opposing the so-called "race track rezoning" in Novi Township have reportedly been signed by a sufficient number of people to force the recent rezoning action of the Township Board to a vote of the people. The site in question is located at Grand River and Meadowbrook Roads and was rezoned from light industry to heavy industry by the Board December 3 after several meetings in which such a move was opposed. Though it was not indicated that the site was being rezoned to permit the establishment of a race track, the general feeling is that it was, since plans for the track and arena were revealed at several public meetings prior to action changing the zoning.

BIRMINGHAM—In the first draft of a proposed new city ordinance released this week, city planners suggested that residence zones be classified into three types instead of the present four. They also suggested that restrictions on new multiple family dwellings be lowered to permit the building of smaller apartment units and that additional uses be permitted for business "C," professional office zones.

A significant is a proposal for higher minimum requirements in lot size and floor space for new homes. This is a proposed up-to-date ordinance commensurate with the type of city which has developed since the present ordinance was written in 1937, said City Planner Herbert Herzberg, author of the rough draft. Herzberg prepared the draft after studies and consultation with planning board members. He said that the ordinance provisions were flexible at this time and subject to approval or change by the city attorney, planning board members, planning consultant David Geer, or the city commission. He estimated that it would be the middle of 1957 before hearings by the plan board and city commissioners could be completed and a final ordinance draft approved.

ROMEO—James Rossin of the Detroit real estate firm of Rossin and Ringler revealed this week that his organization, with some 600 acres just north of Romeo, would attempt to start a cooperative home-building project there this spring. He stated that they hope eventually to construct 3,500 homes. It was pointed out that this is three times as many homes as are presently within the Romeo village limits. Privately owned and operated sewerage and water systems are a part of the plan for the development, Rossin said.

SOUTHFIELD—Southfield further moved this week to protect residential areas against a building practice whereby small lots, originally platted for modest homes to fit modest incomes, are being used in the building of large homes.

Seeking to specifically protect Residential 1 zoning designed for houses having a minimum of 1,500 cubic feet, the Southfield Township Board has declared its intention of raising side yard restrictions to the equal of Residential 2 requirements. This increases the total clearance on both sides of a house from a 15-foot minimum to 20 feet.

Said to have spurred the township and zoning board to this action is the building of 20,000 cubic foot or Residential 5 homes in Sherwood Village Subdivision in the Southfield-101 Mile area which is platted for homes considerably smaller.



Michigan Mirror

A BLOW AGAINST the financially irresponsible driver was struck by former Judge Robert S. Marx who charged in a Detroit speech that Michigan's auto liability laws are obsolete and ineffective.

In a speech before Detroit's Economic Club, the Cincinnati jurist claimed that drivers who were held to blame for 600 of the state's 2,004 fatal accidents failed to pay damages.

Present law in Michigan requires that drivers either carry auto insurance or be financially responsible for accidents they cause. Under this law, a driver receives no attention from authorities until he has failed to pay damages in an accident, Marx says that irresponsible drivers often get away to cause more accidents they do not pay for.

Implying that Michigan's laws are like locking the barn after the horse has been stolen, Marx stated "neither safety, nor responsibility is provided" under them. "If it is desirable to have proof of financial responsibility after one accident," he says, "it is just as necessary before any accident occurs."

Compulsory insurance for all drivers is Marx's solution to the problem. He refers to laws in New York and Massachusetts as steps in the right direction. Here, insurance must be obtained before driving, Judge Marx thinks similar legislation in Michigan would be good.

Insurance companies, to some people's surprise, staunchly object to Marx's suggestions.

Vestal Lemmon, general manager of Association of Independent Insurers, who appeared on the same program, disagreed with Judge Marx. Lemmon argued that the compulsory insurance plan would cost each motorist more. He said that Massachusetts drivers pay \$96 for the same protection a Michigan driver gets for \$18 to \$25.

Compulsory insurance plans, he said, add to costs, lure ambulance

where do they get the energy?

Happy New Year 1957

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LOOKING AHEAD

HOW YOUR MONEY'S SPENT

Early in January Congress and the President begin the task of shaping up the Federal government budget for the fiscal year ahead. Every taxpayer should be familiar with the money demands of the government, where the money goes and what the cost adds up to in reducing the net income of every family. This column will deal with Federal government spending and next week's column will review some Hoover Report recommendations which if adopted would give all families a substantial raise in their net income.

This year's Federal spending (July 1, 1956 - June 30, 1957) will be approximately \$69 billion. That's about \$1,400 from every American family, when averaged up. One of the most significant facts about this 1956-57 Federal government budget is that only \$2,293,000,000 goes for the general expenses of Government - about \$45 per family. And in this general expense are included the expense of tax collection, money management, claims, the FBI, legislative and judicial functions, the weather bureau, etc.

Government Once Inexpensive Not so very long ago this budget item of general government expense was the one big item. Added to it were a few hundred million dollars for the armed services and for maintaining our embassies and a small amount (in comparison to today's figures) for debt service. Until 1940 the total of the Federal budget usually stood at from \$3 to \$4 billion, and most of these expenditures were for general government expenses - for administering the laws and maintaining a national defense.

Today, however, big expenditures are going for operations that never would have been classified within the province of the Federal government a comparatively few years ago. Here are the items in the 1956-57 budget which need the closest scrutiny of every taxpayer:

COMMERCE AND HOUSING: \$1,900,000,000. This big expenditure is for aid to housing business loans, highway aid, Merchant Marine, Unemployment Compensation, Public Placement, Public housing, Postal Service, etc.

NATURAL RESOURCES: \$1,133,000,000. This goes for water development and power, forests, parks, other public lands; fish, wildlife, Indian lands, minerals, etc.

AGRICULTURE: \$5,744,000,000. Price supports, soil bank, conservation, rural electrification and telephone, farm loans, research, extension, etc.

WORLD AFFAIRS: \$2,144,000,000. Economic and technical development, foreign affairs, embassies, information, exchange of persons.

LABOR AND WELFARE: \$3,001,000,000. (Continued on Page 33)

Looking Back Through The Enterprise Files

TWENTY FIVE YEARS AGO (December 31, 1931)

Major Highway A major highway project which may become one of the main arteries of Eastern Michigan will be built within three miles of Farmington, plans of the State Highway Department recently indicated. The road, which will run from Toledo, Ohio, to Bay City, Michigan, will probably be built within two years. At least four miles of the proposed road will be through Farmington, it was revealed. The report stated that the road will probably run through Wayne County east of Plymouth and Northville and enter Oakland County on the Farmington-Novi Township line. Although no surveys have as yet been made, it is believed the road will run along these township lines as far as Twelve Mile Road and then angle westerly to Walled Lake. From here it is believed the route will run along Commerce Road, angling easterly until it joins with the present M-15 a short distance north and west of Clarkston Folks. The proposed portion of the route in this vicinity has been known as Haggerty Highway.

TEN YEARS AGO (January 2, 1947)

New Post Home Groves-Walker Post of the American Legion is now taking steps to hasten the building of a proposed Memorial Home Association have visited numerous other post homes in the vicinity to study their construction. They have also gone over numerous plans with architects. Hope was expressed that plans for the new Farmington Memorial Home would be completed within a month.

Recreation Facilities As soon as weather permits, Farmington boys and girls will be able to ice skate and go tobogganing on the City's new rink and toboggan slides at the City Park. The rink has already been flooded once but weather has not been cold enough to freeze the water for skating. Steps are now being taken to install flood lights at the rink to permit skating at night.

FIVE YEARS AGO (January 3, 1952)

Road Resurfacing Sealed bids on the widening and resurfacing of Farmington Road from Grand River south to Eight Mile Road will be opened January 9, the State Highway Department disclosed. The project will include the widening and resurfacing with bituminous concrete of 1,632 miles of roadway. The project is scheduled for completion by July, 1952.

School Building Approval of preliminary plans for three school building projects in the Clarendenville School District has been granted by the Department of Public Instruction, Louis Schmidt, superintendent, announced this week. Approval was given to construct a new 13-classroom elementary unit and another 7-room elementary unit as well as making an addition onto the present high school building. A priority has been given for the construction of the 13-room elementary unit, the School Board indicated.

New Year Greetings

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