

Editorial Page

A Boy's Life . . .

lost needlessly in front of Central school of the Clarenceville district, has again focused attention to one of that school's main problems—lack of protection for its pupils from heavy highway traffic.

Almost as tragic must be the feeling of frustration and impotence by Sup't Louis E. Schmidt and other Clarenceville school officials. Their efforts in the past, and probably at this time, seem of little avail. The public will forget this death before long, then some time later another youngster will be killed or hurt and public indignation will rise again.

Late last week Sup't Schmidt and some of the school workers slammed into place a three-strand fence in front of Central, with a narrow gate onto the street. Probably it can help but little, but we imagine the men felt if it helped just a bit, it was worth the effort. By forcing the youngsters through the narrow gate it might remind them of the danger outside.

The Oakland county road commission says it hasn't funds to put a light in front of the school, that if the district wants to buy a light, erect and maintain it, that's okay. School money shouldn't be spent for highway work.

Granted, the road commission has all too little money. But it shouldn't claim there's no money for lights. The commission really means members think the money should be spent for other things, that other things are more important than traffic lights. Quite a few people might argue that.

The sad fact is that more people squawk if roads are not maintained properly, and it is likely road commission members feel it more expedient to listen to these rather than the people who argue more traffic lights are needed.

Democracy Outgrown . . .

is the title of an editorial which recently appeared in The Detroit News. An Enterprise subscriber sent it in with the comment that it was very apropos to the situation in Farmington, and asked that it be re-printed. It follows:

"No facet of our civic mythology is more revered than the old-fashioned town meeting—the people's forum, the chance for the poor suffering taxpayer to speak his mind, the last vestige of leisurely rural life.

"But there comes a time, sadly, in the urbanized townships which ring the city, when this bit of pure democracy no longer meets the needs of present day life. It can not be shrugged off as a quaint old custom, worth preserving for sentiment's sake, for it can raise hob with orderly local government.

"Little publicized and sparsely attended, the annual township meeting can be captured by any small, noisy clique which sets out to do so. By simple majority vote they can raise their political friends' salaries sky high, or cut their enemies' pay to the bone. They can plunge the township into ruinous spending or willfully block a vital public improvement.

"It would be easy to say that the absentees deserve no better, having failed to exercise their rights of citizenship. But what would happen if seven or eight thousand electors were to descend upon the township hall? What moderator could keep a semblance of order?

"Townships have elected boards to conduct their affairs. In the populous townships, as in cities and villages, democratic government can function only through such representative devices. It's time to abolish the annual meeting, in our city townships, before one of them really runs wild."

White Cane . . .

sale will be going on this Friday and Saturday over the township, when members of Farmington Township Lions Club ask your support.

We, too, ask support for this worthy project, for we know what the Lions have done with funds thus received in the past.

The Farmington Enterprise

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What's New With OUR NEIGHBORS

NOVI—The Lincoln plant at Wixom has been selected from more than 1,000 others as one of the ten best designed industrial plants in the nation.

It was the first time that the award presented in New York by Factory Management and Maintenance magazine has gone to an automotive plant. The award is considered the "Oscar" of the factory design and construction field.

The magazine citation applauded the Lincoln design because it combined "the best features of early installations with new features to overcome old difficulties."

—The Novi News.

SOUTHFIELD—The City of Southfield Council last week granted a one-year contract as city business administrator to Eugene Svem, Supervisor of Southfield Township, until the April 21 vote. Svem told the council that he was a candidate for the one-year term of office and would be satisfied with a salary of \$9,500, the amount he received as township supervisor.

—The Southfield News

PLYMOUTH—Only a handful of citizens, including some Department of Public Works employees who are seeking a pay raise, appeared at the public budget hearing.

City Manager Albert Glasser informed the D.P.W.'s Union rep. that he had recommended the increase but that the city commission had not taken action upon it as yet.

The D.P.W. Union is seeking a five percent pay increase as well as eight paid holidays instead of six.

No action on the D.P.W. raise was taken. It was asked that further study be made.

—The Plymouth Mail

BIRMINGHAM — A proposed summer road oiling of a total of 10 miles of street brought only a handful of queries at a meeting last week.

The city commissioners unanimously approved necessity of the special assessments and will consider the amounts at a subsequent public hearing.

Only one woman wrote in to say she didn't want the street she lived on oiled. Some at the meeting indicated that they felt the cost should pay for frontage cost but did not voice any real strong objections to being assessed themselves for it.

—The Birmingham Eclectic.

DEARBORN — Mayor Orville L. Hubbard vetoed \$1,277,803 from the 1958-59 city budget by eliminating 77 new and vacant jobs to the postponing some public improvement projects. His final cut left the budget at \$13,396,591, or about 1 million over current operations. The mayor's cut of \$800,000 from the Civic Center police building fund will still leave \$1,450,000 on hand for this project.

—The Dearborn Press.

NORWAYNE — Anger and confusion prevailed in Norwayne last week. Outraged home owners were told to have their demands by the Federal Public Housing Authority for a sizeable increase in the amount of their monthly mortgage payments and a large, immediate lump sum payment.

Mass meetings held the early part of the week to protest FPHA action and demand explanation appeared only to have added fuel to the fire.

All the trouble started when notices were mailed out to residents of the project informing them a sum of \$45 for a single family unit would be due the first of this month and that an increase of about \$17 a month was being tacked onto regular mortgage payments.

Owners of duplexes were notified of a \$60 immediate fee charge and approximately \$30 monthly increase.

FPHA officials said the lump sum and fee were due to the increase of the fields in taxes. The additional mortgage on a monthly basis is for needed roads, more and better school facilities and other area needs.

A sharp statement made by a FPHA spokesman was "The Federal Government is no longer a Santa Claus."

—The Wayne Dispatch.

NOVI — A newly formed study group that may be the forerunner of a Novi PTA have now completed plans for an organizational meeting. Results of a recent community-wide survey of what Novi parents think of their school system will be revealed at the meeting. Known as the Novi School Study Group, the organization was formed about two months ago to help the school board with pressing educational problems.

According to the acting chairman of the group, the purpose of the organization is to fill in part of the void between the school administration and parents.

—The Novi News.

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A Dead Goose Lays No Golden Eggs

MICHIGAN MIRROR • by Elmer White

State GOP Will Campaign in Support of Eisenhower Policies

REPUBLICANS IN MICHIGAN will steer their 1958 campaign for Congressional seats on a program supporting the often criticized policies of President Eisenhower.

The most serious threats of revolt in the ranks against national politics has been quietly quelled, at least for the present.

For months the pressure has been building up beneath the surface to scrap the president's "New Republicanism" and state the party's conservative goals in certain terms.

Party leaders are pushing for support of the president's decisions in the Defense Department shakeup, the veto of the Rivers and Harbors bill and other red hot issues.

The switch back to conservatism had been growing, starting with a group of Republicans in the legislature.

Most of the sentiment was centered in the Senate. There Senator John P. "Joe" Smeekens (R-Baldwin), an energetic freshman, challenged the party to develop its own issue.

It existed in speeches last summer by Senator Edward Hutchinson (R-Ferrisville) along the same line.

"The right to work bill may never be enacted by the legislature, but it would make a wonderful campaign issue," said another member of the group.

At the same time Republicans in the legislature were backing Eisenhower and following the line their conservative critics call "me-tooism."

It was no secret that some of the party's top leaders wanted to pass Gov. Williams' \$20,000,000 intangibles tax increase but lacked the votes.

The fact that enough Republicans took positions to give Williams his long-sought executive reorganization plan was not lost on those checking the political winds for 1958. The reorganization proposal is considered an efficiency move and worthy of non-partisan support even though it increases the power of the governor.

Another way-station in the short trip of the rebels was the 14th Congressional District organization in Wayne County, which formally urged a return to conservatism.

It split the group in Detroit, and

LOOKING AHEAD

By Dr. George S. Benson
DIRECTOR - NATIONAL ASSOCIATION OF FARMINGTONS
Farmington, Michigan

WAGES AND PROSPERITY
The automobile union leaders have pinpointed one of the major causes of the business recession. They have offered to forego any wage hikes for the next three months — if prices of automobiles now on show window floors and in Detroit warehouses are lowered \$200 each. In other words the union leaders now recognize that the slowdown in buying has been due, in substantial measure, to the constant increase in the price of products which in turn was due in large part to constantly increasing wage rates. Wages and salaries are by far the biggest item in the production cost of almost any product manufacturer.

To put the situation into a capsule: In many of the major industries in recent years, wage hikes by independent union engineers to pressure upon the manufacturers, and made to apply industry-wide, have used up all the benefits of rising productivity per worker. The consumer did not benefit by the improved productivity — a situation contrary to the normal operation of our American economic system. The stockholder who put up the money for the tools and plants did not benefit. The auto workers have virtually monopolized the benefits of the whole advancement in the industry, an advancement brought on mainly by management ingenuity, better and more expensive machine tools, new production techniques and more effective merchandizing operations.

Hitting One Group

Now the auto union leaders want to stimulate auto buying by lowering the cost of the automobiles — but they want to lower it wholly at the expense of the stockholders who must be enticed year after year to put up the money for the whole operation. If their plan were to be adopted, then three months hence, they clearly state, they would put in their demand for a wage increase, if granted, almost certainly boost the cost of autos again.

American prosperity, our incomparably high living standard came through expanded production and the cost of the automobiles — but they want to lower it wholly at the expense of the stockholders who must be enticed year after year to put up the money for the whole operation. If their plan were to be adopted, then three months hence, they clearly state, they would put in their demand for a wage increase, if granted, almost certainly boost the cost of autos again.

Michigan's Dairy Princess for 1958 was selected last week in East Lansing.

A Flowerville girl, Judith Mae Dammann, was picked from a field of 36 county princesses in competition for the state honor. Alternates were Gwen Oswalt of Vicksburg and Jean Ann Parish of Fairgrove.

Selection of the "reigning monarch" is perhaps the most extensive program of its kind in the state. The contest is sponsored by the American Dairy Association, the Michigan Milk Producers Association and a group of other dairy organizations.

Virtually any girl in the state who is between 17 and 20, single and who can milk a cow has a chance to win. Earlier contests are conducted at county level with winners coming to Lansing for two days of activities and judging.

The winner or her alternate represents that state's dairy interests all year, and the princess has the chance to compete for national honors as dairy queen.

INVESTIGATORS have broadened their check into charges of alleged brutality to patients in the (Continued on Page 6B)

Looking Back Through The Enterprise Files

TWENTY-FIVE YEARS AGO (May 4, 1933)
City Budget

Farmington City's operations costs for the next fiscal year will be one-third lower than for the current year, if the budget submitted to the City Commission is adopted. Sweeping reductions in practically all departments will result in savings totaling \$8,877.50. A substantially lower tax rate will result, providing valuations are unchanged and city taxes will be much lower regardless of alterations in assessments since there is less money to be raised for city purposes. The proposed budget sets operating costs at \$17,580 as compared with \$26,220 for the present year.

Flooding in Area
Streams were swollen, cellars flooded and roads blocked Sunday night by the heaviest rains experienced in this area for many years. Farmington city officials and fire department workers spent the entire night in emergency work. The cellars of homes in the Farmington Road-Shiawassee Road area were filled with water four to five feet high. The creek east of Brookdale overflowed and flooded the lower land on either side of Grand River.

TEN YEARS AGO (May 6, 1948)
Falcons Undefeated

Farmington's Falcons nine swept through a jam-packed schedule this past week, posting three straight victories and extending their undefeated string to five wins thus far this season. The team posted wins over Northville, Keego Harbor and Holly.

Aid Memorial Home

The Farmington Garden Club will present its annual spring card party and fashion show this Saturday at the Farmington High School auditorium. Beneficiary for this year's party is the Groves-Walker Post of the American Legion. The members of the Garden Club hope to help them complete their new Memorial Home on Grand River.

FIVE YEARS AGO (May 7, 1953)
New Grand River

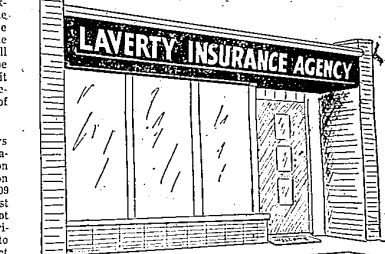
Surveys are now being made for the relocation of U.S. 16 from the west end of the Grand River Cut-off to Kent Lake, according to State Highway Commissioner Charles M. Ziegler. According to the highway department, the layout of the new road as well as the securing of right-of-way will be conducted this year. It is reported, however, that actual construction work will probably not start until next year since all 1953 funds have already been appropriated. The proposed new route will run slightly north of the present run and will bypass both Novi and New Hudson. It will begin on the west near Kent Lake and continue east, hooking up with U.S. 16 Cut-off near Ten Mile. Although no definite plans have yet been made, it was indicated that the present U.S. 16 Cut-off might be widened into a two-way expressway type of highway. Under the proposed plan, the present Grand River would probably continue to be used as a service road with the through traffic using the limited access highway.

One of the eternal conflicts out of which life is made up is that between the efforts of every man to get the most he can for his services and that of society disguised under the name of capital to get his services for the least possible return.

—Oliver Wendell Holmes

I Won't is a tramp, I Can't is a quitter, I Don't Know is lazy, I Wish I Could is a wisher, I Might is waking up, I Will Try is on his feet, I Can is on his way, I Will is at work, I Did is now the boss.

—Earl Cassel



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