

Editorial Page

Voters vs. Taxpayers

We heard a definition last week that was supposed to have been made in jest, but the more one thinks about it, the more true it appears. A certain senator said in Washington:

"Republicans look on the average citizen as a taxpayer and Democrats look on him as a voter, and there are more voters than taxpayers."

That certainly represents the philosophies of the two parties, and to our way of thinking, it also illustrates why the political party that promises the most usually wins. The Democrats are the spenders, whether it be in Michigan or Washington.

If only a fair share of the proposals by the "liberals" are voted into law by this congress, it will bring about an even faster spiral of inflation, and plunge the United States into exactly the same mess Michigan faces right now. The only difference—and this is what makes it more fearful—is that Washington can print up more money, and Governor Williams can't. But he's trying to get into that enviable spot!

Enough States Now

One of the first pieces of major legislation to be considered by the House Interior Committee in the new congress will be a bill to make Hawaii the 50th state of the union. Personally, the writer hopes this will never come about.

There was undoubtedly some logic in accepting Alaska as the 49th state—after all, it is on the same continent.

Hawaii is thousands of miles from our west coast. It will be generations before its people have the same ideas we have on democracy and responsible government. It would be virtually impossible to defend in case of another world war. Congressmen and our people should consider very seriously whether or not we want to extend our boundaries beyond North America.

Hawaiians are fine people, they have a noble history of which they can be justly proud. As people, we'd have no objections whatsoever to calling them fellow Americans.

But that's just too far away. Next thing we know some group of small African nations is going to petition to join the United States—and that's not as silly as it sounds if we open the way with Hawaii.

Sprinklers Needed

The tragic hotel fire in downtown Detroit was only one of the many which do great damage during winter months. It is perhaps a little closer to us because a Farmington resident was among the three who died.

It makes us wonder about one thing—wouldn't it be logical to require by law that all hotels and other multi-story buildings where there is often a great concentration of people, be required to have sprinkler systems on at least the main floor?

Had there been ceiling sprinklers in this hotel lobby, perhaps the blaze would never have gotten much of a start. Seems like many hotel fires start on the street level. If stopped there, they won't go up where guests are trapped like cattle. Surely it wouldn't cost too much to install sprinklers in the basement and the main floor.

The Farmington Enterprise

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What's New With OUR NEIGHBORS

NOVI — A member of the Associated Investment Company has indicated they may bring suit against the village on grounds the local municipality has "unlawfully" turned down trailer park plans at Walpole Lake.

The company was denied approval of a proposed \$340,000 trailer park by Village Building Inspector Harold Ackley last month.

The denial was based on the grounds that the proposed trailer camp, to be located on the southeast corner of Pontiac and West roads, is zoned R-4 and R-1 for multiple and single dwellings and not R-8, trailer park.

John Weiss, member of the investment company board and spokesman at the last Board meeting, said, "My partners want to go to court."

The Detroit man said that, in view of public objection, he would see about looking for a new site in another township or village.

A request for a hearing by the investment company has been referred to the village commission by the council (zoning board of appeals). They explained that as a board of appeals they could rule only on variances to existing zoning and not on any request to get zoning changed.

—The Novi News

FRANKLIN — The village council has decided to put to a vote of the people on the March 9 ballot the question of whether or not they are willing to pay an 8-mill local tax for road maintenance.

At present Franklin has no village tax. It does get a state gas tax refund which this calendar year amounted to \$17,300. These are the only funds available for road work in the village.

Road money available now is insufficient for a planned program. Village Street Administrator John H. Hild said, "We lose two inches of gravel per year on high traffic roads, and no sustained gravel replacement program has been in effect for four years."

It would cost, for two inches of gravel Road alone for one year, \$40,625," he lamented.

Hunter pointed out also that the village is confronted with the fact it can use no real money received from the state. Some roads are designated as major roads and others as local roads. The state will not give money for each must be kept divided.

—The Village Crier

LIVONIA — Foreign drain projects—each relatively small but totalling more than \$1,000,000 as a group—have been approved by the Livonia City Council.

Most of the work will be done in the northern portion of the city. It will involve cleaning, draining, enclosing, filling and widening as the individual case may require.

The work will be financed with bonds which will be a general obligation of the city.

BIRMINGHAM — This community will be holding its first general spring election in history, it was disclosed last week.

City Clerk Irene Hanley, who double-checked her files, said she cannot remember Birmingham ever having held a primary election in February.

The reason one will be held February 18 is to eliminate four from the list of 14 candidates who are running for county judgeships. At the regular April 6 election there can only be twice the number of candidates for the five county circuit benches.

Miss Hanley estimates it will cost the city \$1,500 for the election. Since the election was not anticipated when the city budget was made up, the money will have to be squeezed from other city funds.

—The Birmingham Eclectic

PLYMOUTH — A request to have parochial school students transported by public school buses has been denied by the Plymouth Board of Education.

The action came following an hour and a half discussion which was surprisingly orderly. It was months ago that the pastor at Our Lady of Good Counsel church appeared before the board asking that it change its policy to permit parochial school children to ride on public school buses. His views were supported by unofficial petitions signed by 1,419 people.

The motion which was finally passed was to establish a policy that the school administration deny all requests for use of the school plant or personnel for the regular assigned duties by religious or religious-related groups.

—The Plymouth Mail

THE AMERICAN WAY



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Big Question — How Much More Can Traffic Safety Be Improved?

TRAFFIC SAFETY in Michigan is approaching the point of maximum efficiency.

For three consecutive years, the deaths in auto accidents have been reduced more than 10 per cent.

State Police Commissioner Joseph A. Childs, who accepts only part of the credit for this highly-trained force, says the situation is like becoming an expert at golf.

"You get your score down into the 70s and it's tougher together to take off even one more stroke," he said.

Michigan is now in second place in Pennsylvania in the number of deaths for each 100,000,000 travel miles, a giant step from the records of three years ago and before.

Records show that 179 fewer persons died in traffic in 1958 than the year before. The accomplishment is one of those rare non-political areas of government where it is possible to find Republicans and Democrats congratulating each other.

Childs claims that laws passed by the Republican-controlled legislature and approved by the Democratic Gov. Williams have played a large part in the program.

These include the speed limits of 65 miles an hour during the day and 55 miles an hour during the night, improved driver-education in the schools.

In addition, stiffer requirements for drivers have been imposed and enforced.

Thousands of drivers found to be incompetent, habitually negligent, or those with unsatisfactory driving records are taken off the road through suspension or revocation of their licenses.

Officials, from Williams, Secretary of State James M. Hare, chairman of the state safe commission, down to the deputy sheriff in the state, are ready with praise for each other.

The top-level strategy group worked hard, but all acknowledged the cooperation of the law enforcement agencies, the press, radio and television, the schools, the churches and others.

The problem of trying to reduce traffic deaths another 10 per cent for the fourth straight year is a matter of mathematics.

Each year, the 10 per cent is computed on a smaller base.

But, as Hare said, the 1959 record must level out to a bare 100 deaths a month if the goal is to be reached. That figure was topped seven times in 1958, with 153 killed in November.

From a mathematical standpoint, it is impossible to continue reducing the figure 10 per cent forever.

"If we did, we would, of course, wind up at zero," said one safety expert.

Obstacles arose at the first safety commission of 1959. Law enforcement agencies showed that a major share of the accidents and deaths are occurring on rural county roads where police patrols are at a necessary minimum.

They agreed it is not the fault of county sheriffs whose manpower is at a minimum, or the State Police, whose main duty is patrolling the state highways.

Childs brought up another point. County roads that once were gravel surfaced and slow now have been hard-surfaced and

Looking Back Thru The Enterprise Files

25 Years Ago
January 18, 1934
New Typ. Hall

Plans for a new township hall, which would be constructed under the Civil Works Authority with the federal government supplying most of the funds, were presented to the Township Board at its meeting this week.

The plans as presented would come within \$1,600 of CWA limitations on material costs, this to be provided for the township, it was indicated.

If the plan were adopted, at the estimates offered, it would be necessary for the project to have a vote of approval by the people.

The plans provide for a two-story brick building with the first floor to contain fire-fighting apparatus space and township officials' offices and the second to be a large auditorium.

Entire estimated cost of the building would be \$11,731, with \$1,000 for materials and \$7,000 for labor. The building would be approximately 44 x 32 feet in size.

Township Dry
Sale of whiskey by the glass in Farmington Township appears doomed unless there is a reversal of sentiment expressed by members of the Township Board at this time. Two board members said they would probably oppose a motion to permit the sale and a third said he definitely would. Still another said he would be in favor of it only if very strict controls could be enforced on such a permitting ordinance.

10 Years Ago
January 20, 1949
Study Police Move

A committee of three members of the Farmington City Commission have been directed to investigate the possibility of moving the City Police Dept. and Justice Court from the Municipal Building to the Town Hall.

It has indicated that "much objection has been heard of late to the location of the Police Department immediately in the front door of the Municipal Building. There has been much discussion lately by the Commission also regarding the objection of having the police car sitting in front of the building."

According to an agreement of March 1, 1933, the city and township were granted use of set portions of the Town Hall for office space.

New Schools
Two new school units in the Farmington Township School District are expected to be ready for use by the beginning of the second semester.

The two-room Bond School addition will definitely be ready, Supt. O. E. Dunkel said. Plans call for separating the fifth and sixth grade presently meeting jointly and also to shift kindergarteners presently attending the old German School back to Bond.

Also expected to be ready for occupancy is the 10-classroom elementary school in the city on Ten Mile Road. Completion is being delayed presently by lack of lavatory facilities and furniture.

The addition of these classrooms will eliminate the necessity of the District using the former old Our Lady of Sorrows school building on Grand River.

Act well at the moment, and you have performed a good action for all eternity.

—John Caspar Lavater.

Aviation Mechanic

Richard L. Peys, aviation structural mechanic airman, USN, son of Mr. and Mrs. Donald C. Peys of 32430 Dohany, Farmington, is serving with Fighter Squadron 124 at the Naval Air Station, Moffett Field, Calif.

Elect CURT HALL

TWP. SUPERVISOR

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