

'Pete' Considers Himself A Native

A native Iowan who in a sense has "held the ear" of Farmington for 22 years will answer his last roll call as a member of the City Council Monday night, opening the door to appointment of a successor who will fill out his term until 1971.

Hugo E. Peterson—far better known as "Pete" rather than by his Christian name of Hugo—will go right on bartering just as he has been doing for many years, and his shop on Grand River still will serve as a semi-official political forum.

However, after this month "Pete" will be giving up the prime prerequisite for council membership, residence in the city. It was this fact that prompted his withdrawal from the office to which he first was elected in 1959 and then re-elected both in 1963 and 1967.

A widower, Peterson will remarry June 29 and henceforth will make his home in Livonia, although continuing in business here as owner and chief moderator of Pete's Downtown Barber Shop, 33321 Grand River.

Despite his birth in Albert City, Ia., 58 years ago and the fact he will be moving to Livonia, "Pete" considers himself first and foremost a Farmingtonite. He takes justifiable pride in his own role in the city's growth in stature and sees nothing but continued progress in the years ahead.

As a member both of the Board of Commerce and of the Exchange Club, he anticipates maintaining an active part in local affairs.

In looking back on his 22 years in the city, having moved here showing his discharge from the service after World War II, Peterson expresses satisfaction with the progress of the community from a rural to an urban municipality.

"When I was elected to the council in '59, water was our biggest problem," he recalls. "Our system of wells was inadequate, and a hot spell like the one we had last week inevitably brought a restriction on the use of water. Now we take its availability for granted."

"Our major physical progress probably has been the development of the Downtown Shopping Center. It has helped give us a downtown complex which is still growing. Without an identifiable 'downtown', no community has the unity it seeks."

Officially, Peterson will continue as a member of the council until the end of June. However, Monday night's meeting is the last regularly scheduled session on tap until Monday, July 1.

By then the remaining members who have served as Peterson's colleagues are expected to make known their choice of a successor. They may even do so Monday, with "Pete" helping in the selection.

Collins Turns \$76 Into OCC Berth

IT'S ALWAYS A RATHER HAUNTING experience to look back upon a horse race and see a fact staring you in the face which, had you recognized its value in the first place, would have led to your launching at least a deuce on that best's chances. In retrospect, this is no less true of the recent ballot box scramble for Oakland Community College trusteeships.

Election Day (Monday, June 10) was hot and humid, in fact, abnormally so. Saloon-keepers undoubtedly served more long, cool ones than they did Farmington's normal quota of beverages, and most of them were one recipe or another of a "Collins."

Who got elected? Collins. His full name on the ballot, of course, was Dr. Douglas J. Collins, and it proved a far more impressive convincer than such rival names as Provizer, Loper and the like. If you question whether the election day heat helped him, at least we assume you will agree it didn't hurt.

After all, what cooling image could you get from ordering a Zacharias?

THIS PARTICULAR COLLINS, a Farmington Township veterinarian who has been operating a pet hospital in the area of Grand River and 10 Mile Rd. for five years, ran an exceptionally strong third in the field of 13 candidates which bid for the three available OCC seats.

The two incumbents who sought re-election led the balloting with 15,915 and 15,305 votes, respectively, in the county-wide election, but politically unknown Dr. Collins popped up with 12,996 to put the remaining 10 rivals to rout.

Dr. Collins accomplished this, he says, with a total campaign expenditure of \$76.

He spent the whole wad on a packet of 6,000 circulars.

IT'S WHAT THE Farmington veterinarian did with those handbills that pulled him from the ranks of the wishful thinkers and cloaked him with the robes of a college trusteeship, and in this he may have tipped the hand on Oakland County thinking anent 1968 politics in general.

Dr. Collins let the County's Republican Campaign

Committee distribute his propaganda, and while this was legally a non-partisan election, this tinge of partisan support was what really put him on the scoreboard.

In a post-election interview, Dr. Collins stressed his political conservatism, preached the need for trying to keep OCC's economy within bounds, conceded that during his first few months in office he will have "to listen and learn," and expressed concern "about the situation on college campuses."

His election to the board means that for the first time the Farmington area, which houses OCC's Orchard Ridge campus, has a voice in college operations.

The strangest element of his candidacy is in the fact that it was provoked by an April article in this journal which expressed amazement that no Farmington residents appeared interested in running for the board.

When Mrs. Collins called to ask directions to the OCC administrative offices in Bloomfield Hills to pick up petitions, one scarcely thought it would lead to her husband's six-year term as trustee.

Of course, that was when the weather called for a shot and a beer, and who could know it would be \$5 on June 10?

FARMINGTON

THRU BIFOCALS

By FRED DELANO

Our Bus Drivers Impressive Safety Record

Question—what group of drivers averaged 308,889 miles a year for 17 years on Farmington highways and byways with no serious accidents?

Answer—Farmington's school bus drivers.

In 1951-1952, 13 drivers drove 13 school buses 126,578 miles.

In 1957, 43 drivers drove 43 buses 438,689 miles.

In 1968, 34 drivers will drive the same number of buses more than 600,000 miles.

And all this with no injury accidents.

The record is remarkable. Farmington, because of the way homes in the school district are scattered, has more pupils transported by school bus than many communities.

THE TRUSTY Farmington parents have been able to place in the driver of the bus on which they put their children each morning says a great deal for the care with which local bus drivers are selected—and also for the training which they are given.

The district's busing is almost big business.

The buses burn 80,000 gallons of gasoline per year. In 1951, 22,738 gallons were used. The buses transport 7,600 children a year. In 1951, they carried 2,000 children.

These statistics emphasize the growth of Farmington School District.

In 1951 there was one high school and three elementaries. Today there are two high schools, three junior highs and 18 elementary schools. By 1970 there will be at least one more junior high, another high school and perhaps another elementary.

Equipping this enterprise takes money, but it is worthy of note that the cost of school buses has gone up only \$1,500 over the 17-year period. In 1951, a 60-passenger bus cost \$5,735. In 1968, a 66-passenger bus cost \$6,908. The reason for this is that Farmington bids for buses in combination with county schools.

DIRECTOR OF ALL this for the district is John Greshover, a man completely in his element. At one time he was part-owner of an Indianapolis race car and back in Model-T days he built a car which he raced on dirt tracks.

Greshover oversees the selection and training of drivers and the three mechanics who maintain the machines. He also is the one a driver calls if a bus breaks down out on the road.

Primary requisite for a school bus driver, according to the supervisor, is that he must like to drive a big vehicle—and he must like children.

Probably because kids in the aggregate don't frighten them, there are more women school bus drivers than men. Farmington has 38 women drivers and five men.

Longest in point of service

Inner-City Kids Have Advantage

By ELIZABETH WISSMAN

It could be said that Farmington Township kids are disadvantaged in one respect compared to Detroit's inner-city kids.

Township kids may be surrounded by bountiful countryside, but they have no place to roller skate—at least no place for good sustained roller skating.

The best outdoor roller skating is done on concrete and inner-city kids have that in abundance.

NOT SO THE TOWNSHIP progeny. Many subdivision streets are unpaved. And a lot of them have no sidewalks.

You can't skate on grass no matter how many acres of it you have.

Township youngsters also are boxed in when it comes to having places to ride their bikes. Drivers along the mile roads and streets like Orchard Lake Rd. get regular exercise in the warm weather dodging young bike-riders.

BUT—Some township youngsters have a mode of transportation that's lots more fun than bikes, and roller skates.

These are the ones with horses.

Any fine day one can glimpse young horsemen riding along Nine Mile beyond Gill where the roadway takes on the mood of a country lane.

We've yet to see anyone riding the horses quartered in the meadows at Powers and 10 Mile Rd., but these quadrupeds look well exercised so somebody must take them for runs.

Horses, well exercised or not, always make a study in contrast roaming along township roads with cars whizzing by.

What we've seen of the Nine Mile nags, they seem to feel they have as much right to the highway as the vehicular traffic.

MAYBE THE MAJORITY of Farmington kids aren't roller skating or riding horses, but they are well aware that it's spring.

City Park is always full of baseball players these warm days, high school thinclads have taken to the out-of-doors and all over town girls can be seen playing jump rope.

We asked around among our adult Farmington friends to see how many remembered the jingles to which they jumped rope when they were young.

The only one who remembered any was a lady in Alta Loma who came up with:

"Cinderella, dressed in yellow,
"Went upstairs to kiss her fellow.
"How many kisses did she give him?"
Then begins the count—one, two, three, etc.

IT BRINGS BACK memories. Remember what fun it was to jump rope—and play Mother, May I; Run, My Sheep; Run; Simon Says; Hide and Seek; Red Rover; Statues, and so on?



John Greshover, is a man in his element.

Objects To Objection

EDITOR: Avenus—at the new Veterans Memorial Monument.

How anyone who has approached this tribute to our War Dead, read the inscriptions, and can call this a "large cold material slab in the midst of the business district," is beyond the comprehension of this writer.

I would also like to advise that a small group from the Groves-Walker Post of the American Legion, did indeed pay tribute at the Tomb of the Unknown Soldier at 7 p.m. on May 29. The wreaths were presented and when this group of tradition-bound patriots left the cemetery, it was still a well-groomed quiet spot.

ARNOLD F. MCGOVERN
Chairman 1968 Farmington Memorial Day Parade

The multitude of well-substantiated complaints could no longer go unheeded. The need for a fitting monument to ALL those who gave up their lives for our country could also no longer go unnoticed. With these thoughts in mind, a group of civic minded, patriotic Americans went to work and the fruits of their efforts can be seen at Grand River and Oakland

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