

The Farmington Enterprise

VOL XXXV No. 12.

FARMINGTON, MICHIGAN, FRIDAY, JANUARY 28, 1921.

5 Cents Single Copy. \$1.50 A YEAR.

Good Roads Necessary for Country's Prosperity

Farmington Junction Prospective Future Big Business Center

JUNCTION SHOWS RAPID BUSINESS GROWTH

"Farmington Junction has long been the terminal for several electric lines which cover a thickly populated community but it has only been within the last few years that this location has been considered as a business center. With the business houses already located and with the prospects of many more soon being established this trade center is rapidly expanding.

The Farmington Enterprise is seeing the fulfillment of her predictions of a rapid growth for Farmington Junction, which is already becoming a popular center for high class residential purposes.

With the increase of residences the demand for stores and business houses will consequently increase and such is the case at Farmington Junction.

This part of the village of Farmington is well located not only because of the ideal residential possibilities due to topography, but also because of the excellent concrete roads which connect this section with Farmington proper, the summer resort lakes of Oakland county and the City of Detroit.

An added advantage for business purposes is the fact that the D. U. R. lines from several cities and village join here; this section being one of the most important terminals of the Michigan Interurban Electric Lines.

A man well known for his business sagacity recently stated, "Will Goers was the man who discovered the Junction for business purposes, and I think Mr. Goers will soon be in the heart of an up-to-date progressive business center."

Among the business men of the Junction are the names of Goers, Newcomb, Hills and Keller stand out prominently.

It is a matter of history that every enterprise which has ever been founded at the Junction has been a decided success from the start.

"Harry Newcomb recently stated, "We have worked mighty hard and our hours have been long since we located at the Junction but our business has increased every year. I have unbounded faith in the future of the Junction."

Roy Keller asserted, "When we first located here our Board of Directors were of the opinion that we might be compelled to close down during the winter months due to the falling off of the summer trade, but I convinced them that if they would operate in the winter months that I would show them a good balance sheet, and the answer is we are still open and doing a good business."

Will Goers said, "I have always lived here and I can't say anything more than to make the statement that I expect to be here for some years to come."

The Goers property is well located for both residence and business purposes and the Goers have made definite plans for the improving of forty-seven acres on the South side of Grand River Avenue.

According to Ernest and Will Goers the frontage on Grand River Avenue is to be held for business purposes.

"This section of Grand River is going to be devoted to business," said Ernest Goers. "The Junction is coming into her own and will not in any way take trade from Farmington or detract from Farmington," he added, "for with strict residential restrictions the only place available for business buildings will be on Grand River Avenue."

"As a matter of fact I look forward to the time when Grand River Avenue will be lined with business houses on either side,

where restrictions do not prohibit," he stated.

"Relative to our new subdivision comprising forty-seven acres, we are going to grade the streets and put in shade trees in about ninety days.

"Our plan is to build or to allow the purchaser to build a garage on the rear of the lot which may be used for a home for a period of three years.

"At the expiration of this time the purchaser will be required to build a home in keeping with the restrictions on the property.

"I believe a criterion of the business growth of this section is the Lake Drive Garage. The business growth of this organization has grown steadily since its inception," he asserted.

"You can say for me that I am a real optimist on the future of the Junction—you can't duplicate this property," he concluded.

Local Basket Ball Teams Continue to Add to Laurels

Both the Boys' and Girls' basket ball teams had easy times of it last Friday night when they played the Wayne teams on the local floor. Wayne is one of the members of the Four Square League but has not been playing basket ball for the past two seasons due to the fact that they could not secure a hall. This accounts to some extent for the high scores piled up against them in the Friday night encounters. The girls and boys broke even on the scoring, the girls winning 48-39 and the boys winning 48-36.

The girls were in better basket ball condition than they were at Northville a week ago and they commenced scoring in the first minute of play and continued to score regularly during the remainder of the game. Isabelle Pauline and Edna Kreeger at guard showed up very well, holding her opponents down to one point on a free throw in the first half. In the last half however the Wayne girls did a little better and were able to cage the ball four times for the count of eight. The centers were right there all the time, too, keeping the ball down under the Farmington basket most of the time. Trena Catherman at forward threw the ball true 19 times in the course of the game and has 38 of the 48 points to her credit.

The other girls were also seemed to have one of the proverbial horseshoes about her neck so they fed the ball to her and allowed her most of the tries. Hertha Gildemeister, Jeannette Hambleton and Helen Prindle are deserving of much credit for the way they passed the ball to Trena to shoot. In addition to that Hertha has two and Jeannette three baskets to their credit.

The boys played a strong game all the way, holding Wayne down to four points in the first half and the first half and to one field basket in the last period. Every man on the team did his share in the scoring either directly or indirectly. The team work was good and no one man is responsible alone for the big score. Banfield took the lead in the scoring in the first period and has six baskets to his credit. However Wayne set their best guard on him in the last half and he was unable to get a good shot at the "hoop," so he concentrated on getting the ball to his team mates and in that way continued to help pile up the score. Catherman has seven baskets to his credit, L. Harger, four, Staman four. If the boys play together tonight as they did in this game they should make a good showing against the fast Ypsilanti team.

The dope on the Ypsi team compared with that on the local team would indicate that we can expect a good fast interesting game tonight. We defeated Northville at Northville 21-10 and Wayne at Farmington 48-36. Dallas Harger, who was out of the Wayne team on account of sickness, will, in all probability, be in the game again tonight. Harlie Catherman will also be sufficiently recovered from his sickness so as to be able to play at least a part of the game.

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"I feel that a woman can be of good service in the business world by selling a product of merit," she stated. "Since taking on this line of work, I have taken numerous orders for the Nu Bone Corset and the testimonials of the users have been a source of gratification to me as well as vindicating my judgement," she continued.

"I am receiving inquiries from every section of the county relative to our woven-wire stay corsets and I am enthusiastic over the future of my business," she concluded.

Mark Wixom Announces Candidacy for Treasurer

Will Run For Village Treasurer.

WELLKNOWN IN COMMUNITY

"Several taxpayers and voters have requested me to run for the office of city treasurer, and although my personal business is taking up more or less of my time, I feel that if I am nominated and elected I can give ample time to take care of the duties of the office," states Mr. Wixom.

"I believe in both private and public economy, and, if elected, I shall use my office to protect the taxpayers," asserted Mr. Wixom.

"My decision to run came only after the insistent urging of my friends and neighbors and I feel that I am able to serve the village in a manner that all will approve," he continued.

"I want to see Farmington become one of the largest communities in Oakland county, and saving the entrance into this race will mean that I will devote my time and energy to help improve Farmington to the best of my power," concluded Mr. Wixom.

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D. J. C. Motorman Dies Following Accident

Early Morning Wreck Fatal To

One

CAR COMPLETELY WRECKED

A serious accident occurred late Monday evening when a car reported to be returning from the D. J. & C. line, via Northville to Farmington Junction, jumped the track on the Base Line Curve.

The only occupants were the motorman, Mr. Hanks, and the conductor, Mr. Calvert.

Ben Meyer and Doctor Holcomb were the first on the scene of the accident.

It is reported that the motorman was pinned under the car for nearly an hour and a half, and when rescued had both arms and both legs broken, besides being bruised and cut about the face and body. The conductor was more fortunate, being in the rear of the car and escaped serious injury. He was also pinned under the car but managed to work loose and crawl through a small hole and managed to summon help.

This car was the last car from the Jackson line and was returning to the Junction to lay over night.

The car was practically destroyed, but was saved from burning only by the metal lining of the fire room. The car upon turning over tipped the stove against the door of this compartment thus keeping the stove door closed. Hereby, in all probability, saving the lives of both the motorman and the conductor.

The cause of the accident is undetermined.

B. of C. Team Wins from D. U. R.

BASKET BALL TEAM SPORTS

REAL TALENT

Players Show Speed.

In a hotly fought game the Board of Commerce team outpointed the D. U. R. aggregation by a wide margin.

The game was featured by fast work on the part of the local team—the Lee brothers making a good combination at carrying the ball down the court. Goers played a hard scrappy game and had his eyes on the ball at all times.

George Gildemeister made a couple of good shots at the basket along toward the end of the game. Zane is a husky man and is fast and heady. Dickie and Travis also played their opponents to a frazzle.

With a little more team work the Farmington team will be able to tackle and make a showing against teams in their own class.

The men are all husky, fast and hard fighters. With more games behind them and more practice they will improve in the technique of team work.

Following is the line-up of the opposing teams:

Board of Commerce
Gildemeister; Osmus—Forward
Goers—Forward.
N. Lee; Travis—Center.
Zane—Guard.
W. Lee; Dickie—Guard.

D. U. R.

Rowley; Dieters—Forward.
Irvine—Forward.
Kraft—Center.

Wood; Klien—Guard.
Piehl; Voight—Guard.

Final score—B. of C. 36. D.

Field guard—Gildemeister 2; Osmus 2; Goers 5; N. Lee 3; Zane 4; W. Lee 1; Dickie 1; Rowley 2; Kraft 2.

Time—10 minute quarters.
Referee, Harley Warner. Umpire, Clark.

Need of Hard Roads Forcibly Demonstrated by World War

A Comprehensive Plan Should Be Followed

In his memorable address to parliament many years ago, the Duke of Wellington cried out, "It is the roads, my lords, the roads."

We are on the brink of a new era of prosperity, (international trade) in which rural motor-exposed lands are going to play no small part.

Approximately 800,000,000 tons of commodities are hauled over the rural highways every year. The department of agriculture estimates the annual tonnage haul on highways at from 1,500,000,000 to 2,000,000,000 ton miles.

There are today about 2,750,000 miles of highways in the United States. 257,291 miles had been surfaced at the end of 1915. Hence we have about 2,500,000 miles of roads not surfaced.

At least 25 per cent of the roads in the United States should be hard surfaced. At the present rate of progress it would take 35 years to complete the 25 per cent.

Joint congressional reports that poor roads are costing the United States \$504,000,000 in excessive transportation costs each year. This same committee computes that we are paying eight cents a ton mile for excessive hauling which we would save by improved roads.

The benefits of good roads may be divided into two groups, the economic and the social.

The economic advantages are to be found in decreased cost of hauling, which in turn increases farm values. It must be remembered that the worst grade on any road tends to limit the load that can pass over the entire road. For example if a 1200 pound horse by exerting a force equal to 1-10th of his weight can draw a load of about 2,000 lbs. on a level earth road, with the same force exerted against the collar he can draw continuously only about 1,000 lbs. on a 5 per cent grade and only 750 lbs. on a 10 per cent grade. Consequently the load is limited over the entire road on which the grade exists even though for short parts the effort of a horse may more than double.

Many attempts have been made to fix the weights which a horse can draw in an ordinary wagon over level road surfaces of various kinds. On a muddy earth road the amount varies from nothing to a maximum of 800 lbs; on a smooth dry earth road from 1,000 to 2,000 lbs; on a gravel road in bad condition from 1,000 to 1,500 lbs; on a gravel road in good condition about 3,300 lbs; on a macadam road from 2,000 to 5,000 lbs; and on a brick road from 5,000 to 8,000 lbs. These figures show that a horse will haul from three to five times as many tons per mile in a day as upon a moderately muddy earth road.

The average cost per ton mile today is about 22.7 cents.

The presence of poor roads probably often prevents an economic consolidation of smaller schools into a large strong graded school with high school courses.

Since before the time of Christ nations have realized the need of good roads over which to march armies and supplies. In the days when the Roman empire was at the pinnacle of her military strength her national motto was, "All roads lead to Rome."

The heart of Kentucky's far

LADIES LITERARY CLUB

The L. L. C. met Wednesday, January 19th, with Ella Irish, 12 members being present. In the absence of the two papers scheduled for the afternoon, Miss Borton read, "12th Night."

We would like to see more of our members in attendance at these interesting meetings.

Iva Hatton will be hostess on Wednesday, February 2nd.

famed blue grass country, the world's greatest loose-leaf tobacco market and a section rich in other products, notably thoroughbred horses, has 385 miles of road and all but 5 miles have been improved with water-bound macadam surface.

Two years ago when the present county engineer, Robert W. Davis, entered the office the county did not have as much equipment as a wheelbarrow or shovel. Engineer Davis designed a centrally located supply station of 400 tons capacity, employing a gravity system in handling material from freight cars to roadways; built liquid asphalt reservoirs to store 24,000 gallons with steam heating equipment; erected a warehouse for storing machinery, cement, etc. and purchased trucks for hauling material and pulling road graders, scarifiers, and other road machinery. One liquid asphalt distributor for service treating roads, two 1-yard T-ray trailers, one electric grader, one scarifier, 2 mixers and a rotary boom.

With this equipment and with an organization of only 20 men, the county reduced the cost of hauling to the remarkable figure of 4.6 cents per ton mile, rebuilt during the past season 22 1/2 miles of worn-out macadam on 7 different roads, laying about 1,200 tons of new metal per mile; built 30 concrete bridges; laid 8,000 feet of culverts, and distributed 80,000 gallons of liquid asphalt in surface treating about 25 miles of road.

As an example of the efficiency of the present system a concrete bridge, on which contractors bidders varied from \$750 to \$1,100 was built by Engineer Davis at a cost of only \$400.

In spite of the high speed work of Fayette County, Mr. Davis takes a far sighted view of the road building question. He said "If a community needs a good general system of roads today the work should have commenced 20 years ago. If a system is needed 20 years hence it should be commenced now."

Stone is obtained from 13 quarries owned by the county but operated by contractors supplying a central crusher manned by inmates of the County Work House. This stone arrives at the county supply station in freight cars, which are spotted on a siding and unloaded by gravity directly into concrete material bins. Each of the eight bins has a capacity of 50 tons, and each has two outlets. Trucks are loaded direct from the bins.

Efficiency of the motor truck in road building as compared with the horse and mule drawn wagons is as 1 to 36 per cent.

This is the 20th century and passing through all the ages the experiences and struggles of our forefathers has given us certain institutions of present day civilization such as our legal system with its checks and balances; the customs of marriage; and a government where the majority rule.

But until we have a network of arteries from seaboard to seaboard and from the Great Lakes to the Gulf of Mexico such as the Santa Fe Trail and the Dixie Highway, we will be groping in the dark for in these strenuous days of the survival of the fittest and in these days of inter-dependent economic strife where we are pitting our wonderful resources against those of all other nations of the earth on an open market we need most of all roads which will bring our mines and our materials and crops closer to world markets.

Let us pledge ourselves for better roads in order that Old Glory will lead the world in commerce because a nation's strength is tested by her balance in trade and good roads are the strong corollary for the end in view the supremacy of foreign markets.