

The Farmington Enterprise

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County to Construct New Roads In Farmington Township

Road Commissioners Inspect Various Gravel Pits

WORK TO COMMENCE IN THE SPRING

John A. Adams and Thomas Lytle were in Farmington recently making an inspection of gravel pits in this vicinity. They were accompanied by L. V. Belknap County Highway Engineer and his assistant, E. F. Glasgow and two other members of the staff.

This inspection tour was made in the interest of the new roads which are to be built in this vicinity in the spring. The gravel pit of J. W. Lathrup and Sons was looked at as were other smaller pits in the neighborhood. These Commissioners have been instrumental in bringing Oakland County from near the bottom of the list to one of the first ranking counties in the state in the matter of hard-surfaced roads. G. Ross Thompson is the third member of the commission and he comes in for his share of the progressive work.

Farmington Township will be the scene of a good deal of road building activity in the spring. The Switzer Road, will be graded and gravelled from Grand River Avenue to Bayles' Corners. Another strip a mile long will be improved with a modern type gravel road extending from the County line to the boys' home. The section road between sections nineteen and twenty and extending from Grand River Avenue to the North Farmington Road and four miles in length will be gravelled. This road connects with the Walled Lake Road. The road connecting Stevens Corners and with the line of Novi Township will be surfaced with gravel.

At the time the million dollar bond issue was presented to the people, traffic conditions were such that the gravel road was considered good construction. Under present conditions, however, with heavily loaded trucks carrying an ever-increasing volume of freight this type of improvement is no longer sufficient for our main routes of travel.

Progress is dependent to a large extent upon necessity and sound business principles require that only such expenditures be made for any particular project, which are necessary to meet the situation economically. Hence the construction of gravel roads can in no wise be considered a mistake from the engineer's standpoint nor lack of foresight on the part of the public at large. It was one step in the development of our highway program, and no one will deny the fact that these roads have served well the purpose for which they were built.

When we note the great change which has taken place in the traffic conditions within the last few years and consider further development which will undoubtedly be made along this line in the near future, we are convinced that roads must be built not only for today and tomorrow but also for the years to come. It is much cheaper in the long run, to build a road upon an enduring foundation than to be continually adding to, repairing and at no time possessing the proper kind of a highway.

The proper design of a concrete pavement to withstand heavy truck traffic is a matter of much study among engineers. Were there only touring cars of light trucks to consider, the design would be greatly simplified. In the contrary, however, we are confronted with trucks weighing many tons, passing and repassing over our highways in an almost endless stream. In fair weather and foul. The wind is that even our concrete roads have stood so well the tremendous shock and vibration incident to this great traffic. And yet the trucks here to stay. It is an important and indispensable element in our transportation program.

Viewed from the practical standpoint, we must adopt one of two plans. We must either construct a road for trucks alone or else we must build all our highways to sustain the truck burden. As an economic problem it would seem that the establishment of a truck highway was the better plan. Since a road designed for truck

traffic is essentially a business consideration, we would naturally follow the most direct route. This means that between Pontiac and Detroit, such a route would coincide practically with Woodward Avenue. Touring cars might take the longer route and could be compelled to do so for the general good. To condemn land parallel to or near the present highway for a truck route would entail an expenditure almost prohibitive, but the problem must be met. This is a matter of concern not only to the county and state, but to the nation as a whole. Hence it is probable that a scientific solution of this problem will soon be forthcoming.

Proper legislation must first be enacted to permit the building of wider roads. However, there are certain features of our existing highways which could be greatly improved and which would do much to relieve the congestion. All of the roads leading out of Detroit should be widened to permit the establishment of double highways.

Another feature which is now receiving due consideration is the elimination of right angle turns. In many places, bad corners and sharp curves are being removed and easy curves constructed in their stead. This not only renders the roads safer for travel but also improves their appearance to a considerable extent.

Taken as a whole, the program for good roads represents a huge task, but, like every other large undertaking, its well worth all the effort necessary to carry it to completion. Co-operation is the key-note to success. Let everyone in the community continue to boost good roads in the future, as they have in the past, that Oakland County may maintain its rank as one of the most progressive counties in the state.

New President Made Welcome at Capitol

Harding to be Greeted by Large Crowd

PEOPLE THROG CAPITOL FOR INAUGURATION

Washington, Mar. 3.—Thousands of people are in Washington to greet the next President, Warren G. Harding, who arrives in Washington this afternoon from his home in Marion.

Many friends and admirers of the future President flocked to the porch of the Harding residence in Marion to bid farewell to their fellow-townpeople before their departure for Washington.

In Washington Vice-President-elect and Mrs. C. Calvin Coolidge will meet the Hardings and accompany them to the Presidential Suite in the New Willard Hotel.

New Motor Equipment For Farmington Dairy

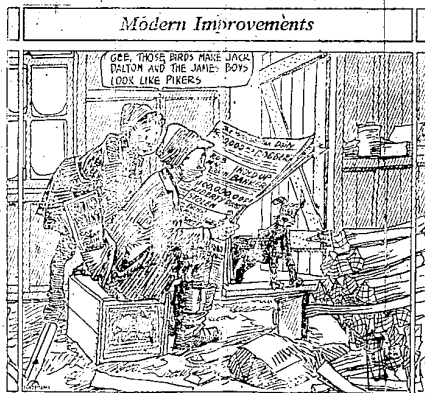
Farmington Dairy Buys New Equipment

LOOKS TO BIG BUSINESS.

Joe Himmelsbach, proprietor of the Farmington Dairy has purchased a new thousand pound truck which he has had refinished in white with an attractive advertisement in the shape of his name, business and address in gold lettering on the sides.

My business has increased seventy-five per cent in the last six days," said Mr. Himmelsbach. I have increased my territory until I now cover Clarencville, and the Ford Republic. My policy is service and quality.

My advertising in the Enterprise has been a decided asset in helping me to establish my business.



Important Decision Made by The State Attorney General

Interprets Law on Land Tax

POINTS ON TAXES CLARIFIED

February 23, 1921.
Mr. John W. Lathrup,
Farmington, Michigan.
Dear Sir:

I have before me yours of recent date in which you say you received warranty deeds of some and that the question has now arisen between yourself and the grantors under such deeds as to whom is liable for the taxes assessed against said lands for highway improvements under what is known as the Covert Act; the taxes being spread against such property by installments as provided in said act.

The so-called Covert Act, the same being Act No. 89, Public Acts of 1915, provides for the construction and improvement of highways and the assessment and collection of taxes for the construction thereof by special assessments against property benefited or sought to be benefited thereby, and Section 22 of said act provides in part as follows:

"Such special taxes shall be collected at the same time as state, county and township taxes are collected and by the same officers, who shall have all the powers to collect the same that they may have to collect State, county and township taxes. All provisions of law with respect to the collection of state, county and township taxes, shall apply to these special taxes."

Under the above quoted provision of the statute, the special taxes assessed against property for road

improvements under that act would, when assessed and spread on the roll against the property, constitute a lien against the property the same as state, county and township taxes become a lien upon lands against which they are assessed and the amounts assessed or any interest in real property, shall on the first day of December, become a lien upon such real property and the lien for such amounts and for all interest and charges thereon shall continue until payment thereof. In the case of the lands acquired by you and concerning which you inquire, as to all installments of taxes levied and spread under the Covert Act and unpaid on and after the first day of December following, would constitute a lien upon such lands at the time of their purchase and transfer, but all other taxes not constituting a lien against such lands as provided in Section 1496 of the Compiled Laws above mentioned would not fall within the covenant of Warranty in the transfer and the grantor thereof could not legally be held therefor.

Trusting that I have made myself clear in the above matter, I am

Very respectfully,
Merlin Wiley,
Attorney General.

Dr. Beresford will preach, Subject, "Do we need a soft life or a strong career?" being a sermon in the series on a "Return to the Religion of Christ."

12 o'clock noon. Bible school. Dr. Beresford will conduct the adult class.

7:30 p. m. Sermon and worship. Dr. Beresford will preach. Subject, "Person whom Jesus met: Nicodemus, who came by night to Jesus; or Renewing our Interest in Living."

The public is cordially invited to services.

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Five New Stores And Bank Building To Be Erected

Farmington Improvement Company Organized

TO BUILD LARGE BRICK BUILDING

For some time past the Directors of the Farmington State Savings Bank have been facing the problem of securing a suitable home for the "Old Bank."

The last year has seen remarkable development in Farmington and the surrounding territory and with the rapid growth of the banks business which has quadrupled in that time, the old banking house has been greatly outgrown.

It has, also been plainly seen that the progress of Farmington has been badly retarded by the lack of space for other building enterprises.

With these facts in mind and with absolute confidence in the future of our Village, the Directors of the "Old Bank" last December decided to launch a project which has as its object the building and improvement of Farmington.

The first step was the organization of the Farmington Improvement Company. The Company is incorporated under the laws of the State of Michigan with a capital of \$100,000.00 and has for its Directors the following: Fred M. Warner, Clinton McGee, Harley D. Warner, C. G. Collins, Howard M. Warner and Edgar S. Pierce. Its officers are Fred M. Warner, President, Harley D. Warner, Vice-President, Edgar S. Pierce, Secretary and Treasurer, Clinton McGee, Attorney.

The Company arranged for the purchase of the property always known as the Owen Hotel property fronting on Grand River Avenue 240 feet. An architect was then retained to work out the building plans and his specifications as new completed call for the removing of the present Hotel building to the southwest corner of the property and its remodeling into a modern four or six family apartment. A system of arcades and paved courts will provide access to the apartments. On the point where the hotel now stands it is proposed to erect a fine modern Banking building of brick and cut stone construction that will be an ornament to the Village Business section and a credit to the whole community. This will provide the Farmington State Savings Bank with beautiful and commodious quarters and with the equipment necessary to best serve the people of this section.

Together with the Bank, in the first unit, will be erected a building which will provide six stores, five shops or offices, and five living apartments, thus furnishing room for the expansion of business so much needed.

It is hoped that operations can be commenced early in the spring which will inaugurate a new era in the business life of Farmington Village and which will provide for Farmington a business block to which every citizen can point with pride and with a feeling of satisfaction.

School Notes
ARMIN ROTH.
Harry Killing has entered school. The Kindergarten is busily engaged at their sand table.

The Second grade is dramatizing Hansel and Gretel this week.

Leon Newman and John Bagaria have left the school.

The Fourth grade is studying the middle Atlantic states.

A short program was given on Washington's birthday.

Friday the Sixth grade had a race in spelling which ended in a tie.

We are glad to have Lester Vader with us again after his having been ill for some time.

The Third grade Geography class has finished the history of Farmington.

The Third grade Language class learned and illustrated the poem of Spring.

A calendar has been placed on the board for March by Selma Roth and Eleanor Goodenough.

The Fifth and Sixth grades have finished their interior decorations on which they have worked for some time in their art class.

A project has been completed in the Fifth grade illustrating the distance between Switzerland, the highland and Netherland, the lowland.

The two Farmington basketball teams go to Plymouth on Monday, March 4th. Now here is your chance—Come along and show the spirit of Farmington.

The Senior play, which was given Friday was a great success and was well attended. Many were turned away from the doors on account of the small seating capacity of the hall. Everyone who saw the play appreciated the hard work of the pupils and directors, as we were only given a short time to prepare for it.

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Peoples State Bank Grows

Four Years' Steady Increase Reflects Prosperity of This Community.

The Peoples State Bank of Farmington are pushing a statement of their condition at the close of business, February 21, 1921, as called for by the State Banking Commissioner. Although the bank has only been open for business a trifle over three years, opening February 16, 1918, yet the total resources of the institution are now almost \$450,000.00.

The bank is to be congratulated on the remarkable showing it has made and has contributed materially to the growth of the community.

In view of the fact that the bank has made such fine progress it is to be expected that when the growth which is certainly coming to Farmington and the vicinity comes the bank will take its place as one of the large Banking Institutions of Oakland County.

IN OUR CHURCHES

Clarencville Evangelical

Services at 10:30 a. m.

Salem Evangelical Church.

Sunday school at 11:45 a. m.

Universalist Church Notes.

10:30 a. m. Worship and ser.

Soldiers Win Again

89 to 1 Poll in the Legislature.

(By Robert Morse)
(Lansing Correspondent for Enterprise.)

Lansing, March 3.—World War veterans at last see State Legislature authorize a constitutional amendment for a \$30,000,000 bonus fund.

In the House of Representatives William M. Case stood alone in voting against the measure.

The Senate passed the resolution unanimously.

Senator G. Elmer McArthur moved that the rules be suspended and the Senate passed the resolution unanimously.

This amendment, if accepted at the April election, provides for a bonus of \$15 a month for all service men and women up to August 1, 1919.

The public is cordially invited to services.

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Attorney General.

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