

# AUTOMOTIVE SECTION

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## INTERNATIONAL EXCHANGE

D. R. Crissinger, comptroller of the currency, an Ohio banker of many years experience, outlined a program for dealing with international exchange in a recent speech before the Ohio Bankers Association at Cleveland. In part he said: "I have been impressed that in the last few years the world has failed to make most effective monetary gold. There has been no real world free gold market for a long time. The inflation of both currency and credits everywhere has been carried to such an extent that countries which have been compelled to export their gold and at the same time increase their paper circulation are able to maintain only the most nominal sort of a gold standard. The real point is that the strong nations are trying to make inadequate stocks of gold serve to keep both their domestic and their foreign trade processes on a gold basis. Unless there is radical reorganization, we will find that they are attempting the impossible. There simply is not enough gold to accomplish it."

In a time when there was something like chaos among currency systems of Europe, but all were attempting, just as we are attempting now to maintain a metallic money basis, the Exchange Bank of Amsterdam established a monetary settlement unit of its own. The moneys of various countries were quoted in terms of this bank settlement unit. Settlements were made and balances were carried at Amsterdam in this unit. The merchant who had, on the books of the Amsterdam institution a credit for a fixed sum in this unit, could translate that credit into the currency of his own country at the going rates and proceed about his business at home, using the money of his own country in all his business relations with his own fellow citizens. After a good deal of study of this process, I am of opinion that it is, with necessary modifications, applicable to conditions of today. Now, as then, we are attempting to maintain a metallic money basis, while having an insufficient supply of the precious metals to accomplish it. Now, as then, it is apparent that some special treatment might be accorded to international trading, so that it should be measured in terms of a single unit, especially supported by consolidated credit and ample guarantees of gold.

"I do not believe that the financial evils of the world can be cured by the multiplication of money. I believe in the maintenance of the gold standard, and in its restoration just as fast and effectively as possible, where it is not now being maintained. I believe its restoration is certain to be slow and difficult, and that many countries will not for a long future again place their money on a parity with gold. I believe we will do well to recognize this inevitable situation and to seek a plan which will at least place the international transactions of the world on some uniform basis and thus do away with risks and uncertainties that now so greatly hamper the absolutely necessary international exchange of products to the great benefit of our own people. Confusion to moneys and exchange is a legacy of the war. It is likely, in the years to come, to cost more in dollars and cents and world misery and distress than the war, unless constructive measures are thought out and put in force to correct this condition, which is bringing to many lands and many peoples unhappiness, suffering and social disorder. Will we hearken to the call and give thought to this most important step in the rehabilitation of world business? Our duty, our responsibility to our own people, impel action."

—Michigan Investor.

## SEEKS OWNER OF WAR MEDAL

Opera Singer Redeems Emblem Found in Window of New York Pawn Shop.

The sight of a Victory medal in the window of a New York pawn shop moved Lucien Muratore, opera singer and French soldier during the World war, to redeem the decoration in hope that it will find its way to its owner. "While strolling with my secretary," M. Muratore wrote, "I chanced to look curiously in a window where many old articles were displayed. Among them was this medal. Having served with the French army in the great war, I was naturally interested to know how this medal should come to such a place. My friends informed me that probably the veteran had been forced by circumstances to part with it for a small sum. It is certain that I should be greatly distressed to be forced to give up insignia of reward with which France has honored me. With this feeling, I sent my secretary to recover this medal for me in the hope that I should be able to return it to the gallant soldier who won it."

The medal bears clues for St. Julien, Meuse-Ardenne and a defensive sector. It will be returned to its owner if properly identified.

## FIRST TO SIGN APPLICATION

Little Minnesota Lady Puts Her Name on Dotted Line for Auxiliary Charter.

The Women's Auxiliary of the American Legion is open to wives, daughters and sisters of Legionnaires, as well as mothers and wives. Hence it was entirely proper for Pearl Ivy Hoskins, six-year-old daughter of a prominent Legion member in Pergus Falls, Minn., to have the distinction of being the first signer on an application for an auxiliary charter.

Pearl says she likes her Auxiliary, but that it is a hard word to pronounce.

## Delays Cashing Certificates.

Minnesota members of the American Legion are attacking the red tape and delay by the government in cashing their certificates issued to disabled veterans to pay their expenses while traveling to public health and vocational training centers. Because of the difficulty in cashing the paper, the ex-service men are now forced to accept a discount of ten per cent. Authorization by legislation of federal reserve banks and post offices to pay cash on presentation of the certificates is the remedy suggested by A. H. Vernon, Legion department commander in letters to E. W. Galt, Jr., National commander, and to the federal board for Vocational Education. It is believed that the Legion will adopt the suggestion and back legislation to that end.

Waiting, Fondly Waiting.  
O—Stoddy weather, ain't it? I'm wearing my army slicker. Got yours yet?  
D—No, not yet—American Legion Weekly.

## ONE OF NATURE'S WONDERS

Nest Constructed by Mother Wasp is a Real Marvel in Its Absolute Perfection.

The solitary wasp called Eumenes amoenus attains great excellence alike in the chase and in the craft of building; it is a "Nimrod and a Vitruvius by turns." With minute pebbles and salvaged mortar it builds a finely-finished cupola about three-quarters of an inch in height, the outside of which is covered with alternating grains of quartz or sometimes with tiny small shells; the orifice at the top is "like the mouth of an amphora, gracefully curved, worthy of a potter's wheel."

After the mother wasp has placed an egg in her well-fashioned nest she adds five to ten small caterpillars, and it is remarkable that the egg on the well-stocked nest develops into a female wasp, while that in the meagerly provisioned nest becomes the much smaller male.

It appears that the stung caterpillars that form the living ladder inside the wasp's cell are but imperfectly paralyzed, and toss about when touched. Now, the least pressure would crush the delicate egg. So it is hung by a thread from the roof of the cupola, and after the Eumenes grub hatches it makes the cast shell of the egg into a flexible staircase so that it can reach the caterpillars and bite them, yet retreat if they are too vigorously recalcitrant. This is perfection.

Just So.

When opportunity knocks at the door, good many put on an extra loved jazz record.—Louisville Courier-Journal.

## The Indispensable.

It is said there are 90 different ways of cooling automobiles, but that fact amounts to nothing if you are out of salt.

How True!

A Philadelphia capitalist says too much money is in the streets. However, there is this consolation: Not many are afflicted with it.

## CONTRIVANCE TO WORK UNDER CAR

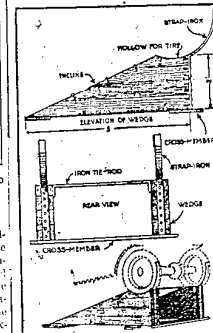
Runway Is Easily Put Together and It Will Pay for Itself in Very Short Time.

## MACHINE QUICKLY ELEVATED

Inconvenience of Crawling Underneath Automobile Is Done Away With and Work Done With Minimum Amount of Labor.

When trouble occurs either with the under side of the automobile motor, or the rear end of the car, it is somewhat inconvenient to work without a pit.

To partially overcome this condition a garage man built a sort of runway, as illustrated, by which the end of a car could be quickly elevated about two feet off the floor, thus allowing fairly easy access to the parts. Two wedge-shaped pieces were constructed of heavy spruce timber, five feet long by two feet high in the rear. The inclined ends of the timbers were fastened together by lag screws and the vertical backs secured to each other by a length of strap iron. The horizontal surface of the uppermost timber was hollowed out to receive the tire and the strap iron was continued



Run Your Car Up the Incline and Work Beneath It With Ease. The Contrivance Is Easily Made and Pays for Itself in a Short Time.

outward in a corresponding curve which acted as a bumper to prevent the wheels running off the back of the support.

Much Time Saved.  
The car can be run up this incline either by power or by hand, and the necessary work done with a minimum amount of inconvenience and labor.

Of course it is not necessary to mention that it saves the repair man's back and nerves.—Thornton Hallett in Popular Science Monthly.

## DON'TS TO MOTORIST IN SUMMER SEASON

Don't park your car over night under trees, for the foliage, aided by night mists, has a deteriorating effect and stains the finish. Certain trees throw off a dew which, if allowed to remain on an unprotected surface, will ruin the varnish.

Don't allow any grease, oil, etc., to remain on surface of car for, aided by the heat of the sun, they will dry and crack the finish.

Don't allow mud spots to stay on the finish for any length of time for they will leave a mark that cannot be removed without injury to the varnish.

## AUTOMOBILE FINISHES

Women are engaged as garage keepers in England.

Ontario is the center of the automobile industry in Canada.

Spain, with a population of 28,000,000, has only 20,000 automobiles.

State governments throughout the union operate 30,000 motor vehicles.

Holland has 10,000 automobiles, or only one car to every 700 inhabitants.

Practically all motor trucks in use in England are equipped with solid tires.

The total automobile production in Holland does not exceed 200 cars a year.

In Kansas and West Virginia, an operator of a motor vehicle may be fourteen years old.

The legal speed limit for motor vehicles in Denmark is 60 kilometers (or miles) an hour.

To Remove Corns.  
Corns may be readily removed by soaking the feet from 15 to 20 minutes in warm water, softened by a few drops of violet ammonia or of benzoin. If this is not effective, bind a slice of lemon on the toes nightly. After three or four applications the corn will come off with very little trouble.

## Hudson Super-Six



## Wm. GOERS, Agent.

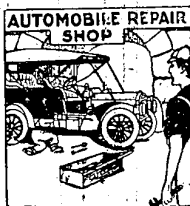
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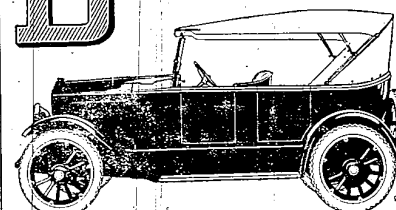
## ACCIDENTS WILL OCCUR

The important point is to follow the mishap with the right kind of repairing. We prove what we mend. We will get your car in A-1 trim at our shop. This fact has been proved too often to be doubted. We will do your work promptly and efficiently at the most reasonable prices.

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