

The Farmington Enterprise

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WIDENING GRAND RIVER AVENUE

Even to the casual observer the necessity for the widening of Grand River avenue is apparent. The present discussion of this proposed project is the natural outcome of a condition that calls for a remedy and the obvious necessity of an improvement in that highway will certainly make the project a popular one when a feasible plan with an equitable distribution of cost is evolved by experts.

The congested condition of this roadway at times has robbed motoring upon it of all pleasure. Its length is strewn with auto wrecks at all times and as a consequence the hospitals and undertakers are working overtime caring for the unfortunate victims. The cost of widening it so as to give a two way road would no doubt be quite costly and the planning would involve some complex engineering problems, but these objections are overwhelmingly outweighed by the pressing demand for the improvement. The permanency of the improvement would warrant a distribution of the cost over a long term of years and as the future taxpayer will reap the greater benefit the passing of a portion of the burden on to him would be but just.

While the discussion is in the academic stage and until the contemplated improvement is made a reality, the surgeons, hospitals, undertakers and repair shops will be kept busy.

TEETH NOW IN THE LAW

Now that the supreme court has decided that an officer may search an automobile or other vehicle which he has reason to believe is carrying intoxicating liquors contrary to law, a great howl may be expected from those quite likely to use their automobiles for that purpose, and from attorneys who have been pulling fat fees out of the bootleggers. Orderly, law-abiding citizens will not feel that any of their rights have been taken away by this decision, nor will the search of cars by officers cause them any great inconvenience or humiliation.

A little vigorous work on the part of officers will probably cause some inconvenience to the bootlegger.

Commenting upon the decision, the Pontiac Press says:

"If a truck rushing along the public highways of Michigan could not be searched by officials without a warrant, and a search of the Eighteenth Amendment would be a mere nuisance, still but well nigh impossible.

"An automobile has none of the essential characteristics of a home. There is no actual non-metaphysical analogy between them. As for a truck on a public highway, in Pontiac at noon and in Kalamazoo at night, surely it bears no parallel to a dwelling by any process of reasoning.

"As for the practical side of the argument, it must be assumed that no reasonable person will object to having a car in his possession searched, unless he is carrying liquors contrary to law. In such circumstances, the good of society demands the detection which results, and the action is thereby justified."

SUES OFFICER FOR \$5,000

Alfred C. Eddy of Farmdale, has brought a \$5,000 damage suit in circuit court against Hugh Evans, a member of the special Farmdale police force. On the evening of Sept. 6, Eddy claims, he was walking along Maplehurst avenue in Farmdale interfering with no one when Evans opened fire on him from behind a tree and without warning fired four times, three bullets grazing in one of his legs. Eddy alleges he was arrested and held for three hours in jail and then released. It was the contention of Evans at the time that Eddy was acting suspiciously. The action was started by Eddy's Farmdale Enterprise.

OAKLAND COUNTY

Will be represented at the annual conference of the National Counties Association, which will be held Nov. 12-13 at Columbia University, New York.

city. Miss Eva W. Carret, county home demonstration agent, left Monday morning for New York. C. B. Cook, county farm agent; Mr. and Mrs. George H. Kipball, Jr., of Waterford, and Mr. and Mrs. George T. Hendrie of Bloomfield Hills, will also attend as representatives of the bureau.

NORTHVILLE—FRANKLIN

GAME SUNDAY

(Continued from Page 1.)

After the game, Capt. German was interviewed regarding the condition of his arm after pitching 24 games this season and winning 20, and the following are his own words: "My arm today is in perfect condition and my ball just goes on the hook until next spring. I could have pitched another nine innings. Am now thru for the season as it is not wise to follow up the cold weather. I fully realize that I have had an extra good ball team supporting me on the diamond and with the bat. They should have the credit of the games, for all that I had to do was to throw the ball and they made the plays. I feel very grateful to the players, as captain of the team this fall, and the spectators need a good word for their property while enthused at the games."

Manager Hicks has secured the entire Gremann's Cakery team to play Northville at Northville next Sunday, and will have practically the same lineup in the field.

RED CROSS ROLL CALL

Saturday, November 11th, will open the sixth annual roll call of the American Red Cross, and Sunday, November 12th, has been set aside as Red Cross Sunday. America owes a big debt to this splendid organization whose operations extend from coast to coast and from the Great Lakes to the Gulf. The value of its ministrations to our people cannot be stated; they are priceless. The war is over but many of the brave lads who fought our battles for us are disabled, and the Red Cross ministers largely to their necessities.

I therefore urgently request the people of Michigan to respond in generous fashion to the appeal that will be made to them in behalf of this fine American society.

Given under my hand at the Capitol in Lansing this sixth day of November, 1922.

ALEX. J. GROESBECK, Governor.

DEATH OF MRS. PHILBRICK

Mrs. Anna Philbrick, relict of the late Lewis C. Philbrick, died at her home in this city Friday, November 3, aged 76 years. The funeral was held from the home Monday afternoon, conducted by Rev. Eva of the First church. Burial at Oakwood cemetery. Mrs. Philbrick was born in Novi, Mich., January 30, 1847. She was the daughter of M. A. and Sarah White. August 1875 she was united in marriage to Mr. Philbrick, who died seven years ago. She was an invalid for the past two years. She leaves one son, H. W. White of Owosso, Mich., and one sister, Mrs. Eugene Edwards of this city, as well as many friends. She had been a resident of Farmington since childhood.

YOU AUTO KNOW

That gasoline, oil and grease are the natural enemies of rubber and that these enemies tend to decay and disintegration of tires, particularly if the latter have been driven for a considerable distance and are nicked or cut. Gasoline especially is injurious to tires because it is a solvent of gun rubber, but, because of the fact that it evaporates rapidly, it does not present such a menace as oil and grease.

Permitting a car to stand in a garage in a pool of oil will, in a comparatively short time, lead to a decay of the rubber and a marked shortening of the life of the tire itself. Even the pools of oil and grease which are to be noted on streets where automobiles are usually parked are dangerous for this reason—as well as for the fact that they provide extremely treacherous footing and may lead to a serious slide. So injuries are all kinds of oil to the fabric of which tires are made that one manufacturer advises motorists to keep their cars on freshly oiled roads to stop as soon as they have passed the oiled section and clean the surface of their tires with gasoline, kerosene or kerosene oil.

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For Service On Printing call Farmington 25.

The Burden Is Already Too Heavy



The motorists of Michigan are already paying a tax equaling 5.12 per cent of the value of their property, compared with a 2.90 per cent tax on the personal property in the state. A one cent gasoline tax would add another 3.01 per cent to the motorist's tax burden, making 8.13 per cent in all. Isn't it time that a more equitable distribution of our taxes was made instead of putting a bigger load on the car owner?

GASOLINE TAX WOULD ADD UNIFORM BURDEN ON AUTOMOBILE OWNERS

Proponents of Scheme Working to Force a One Cent a Gallon Penalty Through N. Y. Legislature—Motorists Already Paying More Than Just Share of Taxes.

By Colonel Sidney D. Waldon, President, Detroit Automobile Club.

Michigan motorists will soon be paying the equivalent of 8.13 per cent per annum in taxes on the value of their automobiles, vehicles if the proponents of the proposed gasoline tax have their way and force that measure through the 1923 Legislature on Jan. 1.

Figures furnished the Detroit Automobile Club by all companies dealing in gasoline within the State of Michigan indicate that the total percentage of taxes will reach this unusual high figure with the gas added.

These figures are predicated on records and expert estimates for the year 1921. It is interesting and rather surprising to note that the proportion of the proposed gasoline tax, which would add another 3.01 per cent to the motorist's tax burden, making 8.13 per cent in all. Isn't it time that a more equitable distribution of our taxes was made instead of putting a bigger load on the car owner?

Use 833 Gallons Per Car.

Experts have estimated that the motor vehicle in operation in the State of Michigan on December 31, 1921, numbering 477,037, were worth \$131,814,563.54, the average price per car being \$276.32. All of these vehicles used a sufficient amount of oil to bring the average 8.13 vehicle to 833 gallons. At one cent per gallon this would be \$8.33 per car and the total for the 477,037 vehicles would be \$3,975,308.03. Adding this to the 477,037 vehicles paid into the State Department a total of \$6,751,924.51 in fees of all kinds. This amount equals 5.12 per cent of the estimated fair market value of Michigan's motor vehicles.

Adding the \$6,751,924.51 to the estimated gasoline tax of \$3,975,308.03 we find that motorists on this basis will be paying the State of Michigan, using 1921 records as the basis through which to arrive at a fair conclusion, \$10,727,232.54, or 8.13 per cent of the whole fair market value of the property.

Charles J. DeLand, secretary of state in his report for 1921, observed that Michigan's 477,037 vehicles paid into the State Department a total of \$6,751,924.51 in fees of all kinds. This amount equals 5.12 per cent of the estimated fair market value of Michigan's motor vehicles.

It seems that if the State of Michigan is in need of other four millions of dollars, or thereabouts, with which to carry on "maintain highways" it is to get the revenue would be the effect upon the assessment against the real and personal property of a state.

When the tax against one class of property in the State of Michigan, or any other state, is to be forced up to 8.13 per cent it has reached the stage where it is confiscatory and a haul must be called. The Detroit Automobile Club and the affiliated American Automobile Association clubs in the State of Michigan are opposed to such legislation and will combat vigorously when it comes before the House and Senate in the State Legislature next January.

The figure 2.90 per cent is arrived at from official records of the State Board of Equalization. That body found real and personal property within the jurisdiction of the state to be worth \$5,483,535,114.00. It also fixed the tax rate at \$28.74, which brings the state's revenue to a total of \$1,585,398,565.37 for the year. This latter sum equals just 2.90 per cent of the assessed valuation.

The "experts" who are shouting vociferously for a gasoline tax "motorists may pay their fair share of building and keeping up the highways" evidently have not done very deeply into figures. They seem to have gone far enough to find that the State of Michigan needs more money with which to extend and maintain its highway system. This fact ascertained, they have reached the conclusion that the best way to get the money is to take a few dollars out of the pockets of each of the one-half million motorists in the state.

Apparently they believe that the motorist is still the "easy money" person who is a decade or more ago. But he is standing on his rights and will not allow his property to be taken without his consent. He is not a public debt but he is not singled out and plucked letting everybody know.

GAS TAX HURTS AUTO INDUSTRY

Every time a new tax is added to the heavy burden on the motor vehicle is now paying another blow is struck at the automobile industry. Michigan's tax on the motor vehicle is the largest of America's and is going on and on. The tax is being increased by the State of Michigan and the federal government. The tax is being increased by the State of Michigan and the federal government. The tax is being increased by the State of Michigan and the federal government.

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Jap or Chinese.
The eldest son of the mayor of Jeffersonville, who is about nine years old, is a shrewd observer and no doubt marks what his elders say. He can, however, find his own way of expressing himself. He was in a newspaper office a few days ago when an eastern "summer" came in, showed his wares and said he would call again. A discussion ensued in the office whether the visitor was a Chinese or Japanese when Hiram spoke up: "He said he would come back. If he does, he is a Chinese, but if he doesn't come back you can know he is a Japanese." Evidently the Chinese have an enviable reputation, in Hiram's judgment, for "truth and veracity."—Indianapolis News.

ROSS STOCKWELL, Judge of Probate.
A true copy. Dan A. McGaffey, Register of Probate. 3Nov17

Order for Publication—Sale or Mortgage of Real Estate.
STATE OF MICHIGAN
The Probate Court for the County of Oakland.

At a session of said Court, held at the Probate Office in the city of Pontiac, in said County, on the 21st day of October, A. D. 1922.
Present: Hon. Ross Stockwell, Judge of Probate.

In the matter of the estate of SARAH T. COURTER, Deceased.
Grace McCafferty, administratrix of said estate having filed in said court a petition praying for license to sell at private sale the interest of said estate in certain real estate therein described.

It is Ordered, That the 20th day of November, A. D. 1922, at eight o'clock in the forenoon, at said probate office, be and is hereby appointed for hearing said petition, and that all persons interested in said estate appear before said court, at said time and place, to show cause why a license to sell the interest of said estate in said real estate should not be granted; and it is further Ordered, That public notice thereof be given by publication of a copy of this order, for three successive weeks previous to said day of hearing, in the Farmington Enterprise, a newspaper printed and circulated in said county.

ROSS STOCKWELL, Judge of Probate.
A true copy. Dan A. McGaffey, Register of Probate. 27Oct10Nov

Order for Publication—Appointment of Administrator.
STATE OF MICHIGAN
The Probate Court for the County of Oakland.

At a session of said Court, held at the Probate Office in the city of Pontiac, in said County, on the 18th day of October, A. D. 1922.
Present: Hon. Ross Stockwell, Judge of Probate.

In the matter of the estate of JOSEPH A. BRYDON, Deceased.
Minnie S. Brydon, having filed in said court a petition praying that the administration of said estate be granted to the petitioner or to some other suitable person, it is Ordered, That the 20th day of November, A. D. 1922, at eight o'clock in the forenoon, at said probate office, be and is hereby appointed for hearing said petition; and it is further Ordered, That public notice thereof be given by publication of a copy of this order, for three successive weeks previous to said day of hearing, in the Farmington Enterprise, a newspaper printed and circulated in said county.

ROSS STOCKWELL, Judge of Probate.
A true copy. Dan A. McGaffey, Register of Probate. 27Oct10Nov

Order for Publication—Sale or Mortgage of Real Estate.
STATE OF MICHIGAN
The Probate Court for the County of Oakland.

At a session of said Court, held at the Probate Office in the city of Pontiac, in said County, on the 28th day of October, A. D. 1922.
Present: Hon. Ross Stockwell, Judge of Probate.

In the matter of the estate of ADA C. GROVES, Deceased.
Garner W. Groves, administrator of said estate having filed in said court a petition, praying for license to sell at private sale the interest of said estate in certain real estate therein described.

It is Ordered, That the 27th day of November, A. D. 1922, at eight o'clock in the forenoon, at said probate office, be and is hereby appointed for hearing said petition, and that all persons interested in said estate appear before said court, at said time and place, to show cause why a license to sell the interest of said estate in said real estate should not be granted; and it is further Ordered, That public notice thereof be given by publication of a copy of this order, for three successive weeks previous to said day of hearing, in the Farmington Enterprise, a newspaper printed and circulated in said county.

ROSS STOCKWELL, Judge of Probate.
A true copy. Dan A. McGaffey, Register of Probate. 27Oct10Nov