

**The Farmington Enterprise**  
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**WHO DROVE THE BANDIT  
CAR?**  
The verdict arrived at by the jury hearing the testimony in the case of the People vs. Samuel Veechio, charged with complicity in the robbery of the Farmington State Savings Bank on the morning of November 19 last, was somewhat disappointing to those citizens of this locality who had followed the case closely, several of them being in attendance at the trial, hearing the evidence introduced by both prosecution and defense.

To the average person the evidence given by Alfred Wallbank, who positively identified Veechio as the driver of the bandit car, would carry conviction. His was not a casual meeting of the man nor a passing glance at a face and figure. It is but reasonable to believe that those intangible yet positive peculiarities of countenance and from which mark the difference in appearance of individuals, were so impressed upon his mind that he would at once recognize that person upon a subsequent meeting so shortly after.

On the day previous to the holding of this man, according to testimony given by Mr. Wallbank, was in his shop for at least fifteen minutes transacting business with him. On the morning of the robbery just before the job was pulled off at the bank he says Veechio again visited his shop.

These two meetings, it would seem, could not fail to fixly impress on Mr. Wallbank's memory the facial characteristics and mannerisms of the man. These facts together with the fact that only a short period had elapsed between the time of the man's visits to his store and the time when he identified Veechio from a photograph and by meeting him face to face in the court room, at the hearings and at the trial, carries to the ordinary mind a weight of evidence not readily brushed aside by a confusion on the part of other witnesses as to color of the auto and slight disagreements in details of description. Mr. Wallbank's testimony to the effect that the man who visited his store on the two occasions was the identical person he saw at the wheel of the car in which the bandits left the village immediately after the robbery would seem to clinch the evidence.

Mr. Wallbank was not alone in positively identifying the defendant. F. D. Fleming, realtor, with an office near the bank, stated that he was positive that Veechio was the driver of the car.

The Enterprise believes that the jurors returned a verdict in conformity with the impression made upon them by the evidence introduced, which is as it should be. If after hearing all of the evidence there remained in their minds a reasonable doubt as to the guilt of the accused it was their sworn duty to acquit.

From long observation of the work of jurors we are inclined to the belief, however, that some of them are at times influenced by pure bunk which is created by the clever, criminal attorney from some trivial incident cropping out at a trial, such as the confusion of a timid witness on cross examination and by making mountains out of mole hills—skillfully diverting attention from the really important evidence in a case, so as to get an impression lodged in the minds of the jurors that the little things are the big things before them.

When a number of witnesses testify exactly alike as to detail in circumstances, color, time and place, there at once arises in the minds of those familiar with court proceedings a suspicion of manufactured evidence. When several persons are witnessing an exciting event their minds are not intent upon taking in minor details, but are engrossed with the unusual things that are taking place. No two accounts of such affairs, when told later, will dovetail exactly. Nevertheless the honesty of none of the witnesses is doubted nor is their reliability questioned on that account.

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**COUNTRY'S HEART IN OWN  
COMMUNITY**  
Every community in this country has gone through a new birth as a result of the demands for service, our community with the rest. The war was the worker of this modern miracle. Young men responded to the call to cross the seas as fighters, and the young women followed them as nurses; while their elders, on account of their age or on account of obligations of independence and other causes, remained behind to "keep the home fires burning." This community with the rest of the world, is singing the praises of the former as the heroes who kept the torch of civilization flaming when a barbarian horde threatened to extinguish it; but not much has been said yet for these other heroes and heroines who did so much to sustain the front line of defense by knitting together the peoples in each community in a closer bond of brotherhood.

It is the latter who are pointing the way for the new awakening in this community, which is enlisted to effort of our lending business men.

"Do unto others as you would have others do unto you" is the foundation upon which this community was first built. Nothing less than the Golden Rule could be relied on for the co-operation necessary for the founding of a new town. Our pioneers each dedicated themselves on the altar of service, or this community would never have lasted to this day.

The settlement that marked the beginnings of this thriving city could not have survived a week but for the spirit of helpfulness to others that actuated those who founded it. Even with this determination on the part of our pioneers it was difficult to keep the small hamlet from disappearing from the fact of the wilderness.

Had this been lacking, nothing could have saved it. The rigor of hard conditions imposed upon our community in its early days kept this spirit alive. Everybody helped everybody else at seeding time, at harvest time and at threshing time. There were logging bees, and raising bees, and shingling bees. When a neighbor fell sick, there was always some warm-

hearted woman from the next door to come in and nurse him to health again. The men got together and built the church for the old folks to congregate at on Sundays, and likewise they built the little schoolhouse on the hill where their boys and girls were trained in the rudiments of American citizenship.

The heart of this great big country of ours pulses in every one of our little towns.

To stop working for the community now is to let the splendid edifice that has been built up crumble and collapse. It means ignoring the big lesson that has been taught by the war. Spend your money in the community in which you earn it. You help yourself by helping your home city. Buy from your local merchants.

Next week we will talk to you about the actual dollars-and-cents saving that this means for you.

**TURN OVER TRUNK LINES TO STATE**

Despite the out-spoken opposition of the highway officials of a few counties, the House passed by a 71 to 14 vote the bill by Representative Fred Ming of Cheboygan which provides for the taking over of all trunk line construction and maintenance by the state on January 1, 1926, and relieving the counties from any expense or responsibility in connection with trunk lines after that date. In case counties or townships have satisfactory engineers or equipment, the state could construct for their use either for the construction or maintenance of trunk lines.

**NOTICE TO HATCHERIES**

I can supply single comb white leghorn eggs from high grade stock at \$5.00 per hundred. Delivery any time after February 15. George Allan, Eleven Mile road; phone Farmington 58 F-3. 12-14

**ORDINANCE RELATIVE TO MOVING VEHICLES**

The Village of Farmington ordains:

Section No. 1. The speed limit of vehicles in Farmington village shall be not more than twenty-

miles an hour in residence portion and in the business portion not greater than fifteen miles per hour.

Section No. 2. The council shall have the power by rules and regulations adopted under the provisions of this ordinance to designate the street or parts of streets upon which there shall be no parking of vehicles or upon which there shall be parking for a limited time.

Section No. 3. No person shall willfully move, destroy, deface, mutilate, change the wording of, or otherwise interfere with any sign or notice erected or established by the Police under the provisions of this ordinance. Except as herein provided. No person shall establish, erect or maintain a sign standard or limit line in violation of the ordinance by Police authority or by any signs, or written or printed instructions provided to regulate traffic or the parking of vehicles.

Section No. 4. All vehicles must be driven in a careful manner and with due regard for the safety and convenience of pedestrians and other vehicles. It shall be deemed a violation of the terms of this ordinance to operate any vehicle in a careless or reckless manner. Reckless or careless driving within the meaning of this ordinance shall among other things, be deemed to include the following offenses which are hereby prohibited:

Section No. 5. Passing or attempting to pass two or more moving vehicles going in the same direction which are abreast or nearly abreast, except when directed, so to do by officers of the police or driving an automobile when intoxicated.

Section No. 6. No vehicle shall approach within 300 feet of the Fire Department when working on a fire nor when taking up the equipment used in extinguishing a fire nor shall any vehicle or street car drive or pass over a line of hose used or laid by the Fire Department.

Section No. 7. Standing vehicles shall be parked parallel to the curb where not prohibited by the terms of this ordinance or by the order or rule of the council made in pursuance hereof, and shall be placed so that neither right wheel shall be more than 12 inches from the curb and at least two feet from any other vehicle; provided that angle parking may be permitted and required as herein provided by order or rule. Nothing in this ordinance or in any of such rules or orders shall be deemed to prohibit a vehicle from parking at the curb of any street while engaged in taking on or discharging passengers, but no vehicle shall stop for such purposes between a safety zone and the curb nearest thereto.

Section No. 8. No motor vehicle, except a commercial vehicle, shall be left standing at the curb unat-

tended unless the operator thereof shall first shut off the motor and lock such vehicle, or some part thereof, so as to prevent the starting or operation of such vehicle by any unauthorized person, but no such vehicle shall be locked in such a manner as to prevent its being towed away.

Section No. 9. No vehicle proceeding in the same direction as a street car shall pass to the left thereof, when a street car has stopped or is about to stop for the purpose of taking on or discharging passengers, the driver of any vehicle which is being driven on the same street in the same direction as such street car and which has not as yet, passed all doors of such car or cars shall bring his vehicle to a complete stop and remain standing until such street car has finished loading or unloading its passenger. Provided that a vehicle which at the time such car stops was not as yet passed the rear of such car shall stop at a point at least six feet from the rear of such car.

Section No. 10. All slowly-moving vehicles shall keep as close to the right hand curb as practicable and shall not be driven abreast. Any vehicle turning into another street to the right shall turn the corner as near the right hand curb as practicable and any vehicle turning to another street or turning to the left, shall pass to the right of the center of the intersection of the centers of such streets and no turn shall be made at a rate of speed exceeding one half of the legal speed limit.

Section No. 11. No vehicle shall be allowed to remain upon or be driven along any street so as to willfully block or obstruct traffic on such street and no vehicle shall be so overloaded that the motive power thereof shall be unable to move it. No vehicle shall remain backed up to the curb, except it be actually loading or unloading and then in no case longer than the actual loading or unloading requires. The horse or horses attached to any vehicle backed up to the curb for the purpose of loading or unloading shall be turned at right angles to the traffic and the direction in which the traffic upon such street is moving.

Section No. 12. No person shall hitch to or attempt to hitch to any moving vehicle either with or without the permission of the operator thereof.

Section 13. Every motor vehicle standing upon any street, except streets lighted by boulevard or street lights shall be provided at night time with one rear lamp which shall display a red light and one lighted front light which shall display a white light both visible for a distance of 200 feet.

Section No. 14. It shall be deemed a violation of the provisions of this ordinance for any person in control of any vehicle to make with said vehicle or with any device connected therewith any excessive noise to annoy the public or to unnecessarily race the motor, thereof while running idle, or to operate the engine thereof with the muffler open or to permit said vehicle or any device thereon to emit an unreasonable quantity of smoke steam noxious vapors or gases or to load any vehicles with iron or other material so as to strike together causing any unnecessary noise.

Section No. 15. There is hereby created an automobile or vehicle pound to which automobiles or vehicles may be removed by the members of the Police Department, in the cases hereinafter provided. Such pound shall be located and operated at a place designated by the Council. Whenever any vehicle shall be found parked or left standing in violation of the ordinance, any officer of the Police Department may cause such vehicle to be removed to the pound and such vehicle shall not be removed or discharged from the pound except by payment by the owner thereof or his duly authorized representative to the officer in charge of such pound, the sum of two dollars as a pound fee.

Section No. 16. Every person, firm, or corporation shall comply with, observe and obey when applicable to him or it, all of the provisions or regulations of any rule or regulation, issued and adopted by the Council in pursuance hereof. Any person or persons violating any of the provisions of this ordinance shall upon conviction thereof be punished by a fine, not to exceed three hundred dollars and not less than five dollars or imprisonment in the county jail of Oakland County, not to exceed ninety days or both such fine and imprisonment in the discretion of the court, having jurisdiction over such offense.

Section No. 17. It shall be the duty of the Police Department to promptly account for and pay all fees collected under this ordinance to the Village Treasurer to be paid into the General Fund. It shall be the duty of the Police to keep a record of all such violations with the names of the owners of each car, the license number of each car and the amount of fees collected, a copy of which rec-

ord shall be furnished to the Village Treasurer at the time of the payment of such fees.

Section No. 18. All ordinances, now in effect covering moving vehicles, conflicting with the above ordinance are hereby repealed.

This ordinance shall become effective twenty days after the passage thereof by the Council of the Village of Farmington, Michigan. Made and passed by the Council of the Village of Farmington, Michigan on this 2nd day of March A. D. 1925.

C. W. WILBER, President.  
N. H. POWER, Village Clerk.

**Professional Cards**

**Z. R. ASCHENBRENNER, M. D.**  
Physician and Surgeon

Office Hours:  
11:00-12:00 2:00-4:00  
Evenings Except Sun. and Wed.  
7:30-8:00  
Farmington, Phone 160.

**Wm. S. McNAIR**  
ATTORNEY-AT-LAW  
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Northville, Michigan

**Dr. L. W. SNOW**  
Eye, Ear, Nose and Throat  
Specialist

Office Hours: 11-12 a.m. 2-4 p.m.  
Tel. 162. Northville, Mich.

Phone Office Hours: 9 to 12 a.m.  
Redford 349 1 to 5:30-7 to 8 p.m.

**DR. E. J. CHAPUT, Dentist**  
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**DETROIT UNITED LINES**

Farmington Time Table  
(Eastern Standard Time)  
(Effective September 24, 1923.)  
Cars leave Farmington for  
Detroit at 6:09 a.m., 6:38 a.  
m., limited at 6:54 a. m., 7:43  
a. m., 8:48 a. m., 9:48 a. m.,  
and hourly to 3:48 p. m., 4:48  
p. m., 5:48 p. m., then hourly to  
8:48 p. m., also 9:53 p. m.,  
10:53 p. m., (to Junction only  
11:43 a. m., and 1:03 a. m.)

Cars leave Farmington Jet.  
for Orchard Lake and Pon-  
tiac at 5:40 a. m., 6:40 a. m.,  
7:10 a. m., 7:55 a. m., and  
hourly to 10:55 p. m., also 6:10  
p. m. and 12:20 a. m.

First car leaves Farmington  
for Northville at 6:05 a.  
m., 7:00 a. m., hourly to 11:00  
p. m., also 6:15 p. m. and 12:22  
a. m.

Cars connect at Northville  
with those for Plymouth and  
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