

# The Farmington Enterprise

W. N. MILLER, Publisher.

Published Friday of each week and entered at the Post Office at Farmington, Oakland Co., Mich., as second class mail matter.

Subscription Price  
One year in the U. S. \$1.50

FRIDAY, MARCH 20, 1925

## A CROSSTOWN PUZZLE

That the citizens of Farmington are practically united in the opinion that there should be no change in the route of the proposed Grand River super highway through this municipality was shown by a vote taken at a citizens meeting held here last Friday evening.

There was, however, some objection to cutting a 200 foot avenue through the heart of the village along the present line, but it was suggested that a fifty or fifty-five foot pavement might be made without altering the building line of the avenue. This width of paving, it was argued by some of those who expressed an opinion, would take care of a very heavy traffic, provided the village prohibited the parking of cars along the curb.

According to present plans for the super highway two 40-foot driveways are provided for vehicular traffic. Even though such roadways were constructed through the villages along the route, the high rate of speed permitted in the country would not be tolerated within village or city limits, owing to various conditions prevailing in centers of population. Fully as many autos running under reduced speed and closer together could be accommodated on a 50 foot pavement as could be on 80 feet at high speed which would necessitate more room for each car in order to insure safety.

With the forcing of all parking off the avenue it would be up to the village to provide central parking places for the accommodation of shoppers, otherwise merchants might suffer a serious loss in trade.

## HIGHER PRICE FOR SAME MATERIAL

A bill has been introduced in the state legislature which if enacted into law will raise the pay of legislators from \$800 to \$1800. It is claimed that the present salary is inadequate and further that \$1800 will result in putting better material in the legislature.

The same argument was advanced a few years ago when a bill was introduced raising the legislators pay from \$3.00 per diem to \$800 for the session. Did we get any better material? Ninety per cent of those who seek a seat in the legislature do so for the experience it gives them and because they like the work, the salary being a minor consideration. A few of the members are worth more than they receive. Many of them are worthless both to constituency and state.

A some representative body, such as a constitutional convention, should fix the salaries of legislators. When a legislator takes his own measure he is quite apt to let the tape line slip carelessly through his fingers.

Several hundred celery compound and hostess Bitters congressmen now receiving \$12,000 per annum, plus clerkships, plus mileage, plus etcetera furnishes a fair illustration.

## PAYING OVERHEAD IN LARGE CITIES

How much does 2 and 2 make? Figuring the advantages of buying from community merchants is as simple as that. It is a question of elementary arithmetic. When an out-of-town merchant begins talking "quantity buying" and "quantity selling" he is trying to confuse you with high-sounding terms so as to make you lose sight of the fundamental issue.

All you have to do in that case is to get out pencil and paper to bring him down to brass tacks. Figures are bound to tell the truth.

What do they show us? Big Town is several miles from ours. Other things being equal, the largest store in Big Town can save its customers more money than the smallest store and on the grounds urged by our Big Town merchant "quantity buying" and "quantity selling." Just how this comes about is ob-

vious—lower freights, cash discounts, bigger assortments, lower prices, quick turn-over, smaller overhead in proportion to each article and so on.

The community merchant can argue in the same fashion, and it is just as true here as it is in Big Town.

Both are right—the merchant in Big Town, so far as his customers in Big Town are concerned, and the merchant in this community so far as his customers in the community are concerned.

But the merchant in Big Town can't extend his territory to include this community in this promise of benefits that come to customers from buying at his store. What would you say if your community, merchants inserted advertisements in the Big Town papers miles away and promised to save money to the people there if they passed by their own merchants, took the cars for our community and bought of the merchants here? You would call them fools, if you didn't use stronger language.

Yet the case isn't so much different the other way 'round.

If you have just received a bill of goods from a mail-order store, subject it to the acid test. Figure your money order for, your postage, your freight and express charges, insurance and the time you wasted. Then take into account breakage, shortage and re-order. But, most important of all, the illustration and description in the catalogue, except in the case of a few staple and standard articles, led you to expect better goods, and you are disappointed. You keep them under protest, or you exchange them and incur further expenditure.

Why buying in a big city is expensive will be discussed in next week's article.

## NOVI SCHOOL NOTES

(Received too late for last week) Marian Shinn is the spelling champion for March.

George Miers led the school in a hundred question, five subject test. George got ninety-seven out of the hundred questions. Jay Holmes was second with 95, and Zedah Mae Putnam and Esther Fischer were tied with 95, for third place.

Seventh grade are studying the "Courtship of Miles Standish," for reading.

The parent-teacher association was well attended on Wednesday evening.

Two delegates, Mrs. Thompson, and Mrs. B. Leavenworth, were chosen to attend the Rural Life meet at Pontiac, for March 24. Every member of the community is invited to attend. There will be no expense connected with this unless an hour in residence por-

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

Section No. 2. The council shall have 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 wilfully move, destroy, deface, mutilate, change the wording of, or otherwise interfere with any sign, 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 one ordained by Police authority or by any sign, or written or painted instructions attempt to regulate traffic or the parking of vehicles.

Section No. 4. All vehicles must be driven in a careful and prudent manner 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 with in the meaning of this ordinance shall among other things, be deemed to include the following offences 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 an 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 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 unattended unless the operator thereof shall first shut off the motor and lock such vehicle, (1) 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 at right angles to the curb as practicable and any vehicle 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 wilfully 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 No. 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 from front 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 an 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 requirements 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, of 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 record shall be furnished to the Vil-

lage 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  
Office—64 Main St.  
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.  
Bedford 349 1 to 5:30-7 to 8 p.m.  
DR. E. J. CHAPUT, Dentist  
Suite 208-209 Hawthorne Block  
Redford, Michigan  
Corner Lahser and Grand River  
Opposite Peoples State Bank

Office, Garfield 2393  
INTERIOR TILE CO.  
Tile Walls - Floors - Fireplaces  
Bathroom Fixtures  
4911 Joy Road  
(Near Grand River)  
Detroit, Michigan

GEORGE FULFORD  
Lathing - Plastering Contracts  
Stucco Work  
Phone 217 Redford

MONUMENTS  
Direct from Manufacturer  
2-U  
MILFORD GRANITE CO.  
Milford, Michigan

Wells D. Butterfield  
Emily H. Butterfield  
Butterfield & Butterfield  
ARCHITECTS  
2847 Grand River Avenue  
Detroit  
Telephone Glendale 8891  
STUDIOS AT FARMINGTON  
Phones Farmington 167 & 109-W-3

The Largest Bank  
In Oakland County  
Welcomes Your  
Patronage.  
Complete Safety  
Vault Protection For  
Less Than 1 Cent  
A day.  
PONTIAC  
COMMERCIAL and  
SAVINGS BANK  
Pontiac, Michigan

DETROIT UNITED LINES  
Farmington Time Table  
(Eastern Standard Time)  
(Effective September 24, 1923.)  
Cars leave Farmington for  
Detroit at 6:08 a.m., 6:38 a.m., limited at 6:54 a.m., 7:48 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 11:48 p.m., and 1:05 a.m.)  
Cars leave Farmington Jet. for Orchard Lake and Pontiac at 6:40 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 Wayne over the D. J. & C. Hourly limited service to Ann Arbor.

Pay your subscription.

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.  
12-4fu

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 25th day of February A. D. 1925.  
Present: Hon. Ross Stockwell, Judge of Probate.

In the Matter of the Estate of ROBERT JOHN FOSTER, deceased.

Archibald McKim Lewis, executor 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 31st day of March A. D. 1925, 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.

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,  
A true copy Judge of Probate.  
Dan A. McGaffey,  
Register of Probate. Mar 6, 1925.

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 por-

# Ford

## Own a Car This Summer Enroll Now!

It soon will be a temptation to get out on the road in your own car. Many a time you will wish you had a Ford—a wish most anyone can make come true through the Ford Weekly Purchase Plan.

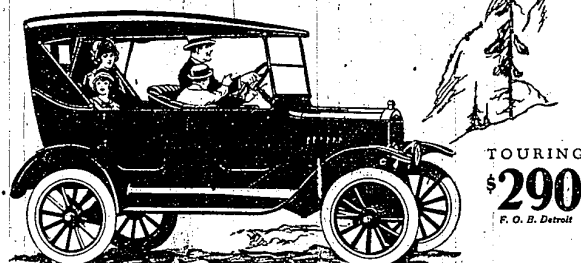
This plan was evolved to put car-buying on the simplest and easiest basis. Now no family need be handicapped for lack of a car; it may be paid for out of weekly earnings.

By enrolling now, you can have your car for summer use. Have a Ford Dealer explain the Weekly Purchase Plan in detail or write us direct.

Ranabout \$260 Coupe \$520 Tudor Sedan \$580 Ford Sedan \$660  
On open cars downpayment \$100 and starter car \$55 extra. All prices F. O. B. Detroit.

Ford Motor Company  
Detroit

FORD SALES & SERVICE, Farmington,



TOURING  
\$290  
F. O. B. Detroit

MAKE SAFETY YOUR RESPONSIBILITY