

The Farmington Enterprise
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WEED OUT THE GRAFTERS

Reports coming from every section of the country indicate that graft is running rampant in nearly all departments having to do with the enforcement of liquor laws.

In many cities, federal, state, county and city officers wink at violations of these laws and others openly aid the malfeasors in their work of manufacturing and selling alcoholic beverages, if these reports are true and there is much evidence that they are.

Many judges are exceedingly lenient when it comes to imposing sentences on the few who are convicted. Guards are very obliging when imprisonment comes to the convicts and they decide to walk out of the enclosure before their time of confinement expires.

When conditions get so rotten that the stench smells to high heaven we hear much of "shake-ups" in the departments, which agitators do not disturb their foundations to; any appreciable degree. A few minor officials are heralded raids are made and the little fellows shiver for a short time. Meanwhile the big fellows pour more oil on troubled waters to make safe sailing for all concerned in the business of defying the laws.

Just recently a disorderly house in Detroit was "closed" by order of the Detroit police department and to make its order effectual two officers were stationed at its doors day and night at an expense of \$24 a day to the taxpayers. Just how much the stationing of those officers cost the keeper of the house is not known, but it is known that their presence caused no falling off in business.

Grafters are essential to the success of the bootlegger. When they are weeded out of high and low positions a good start will be made toward enforcing the liquor laws.

BUILD YOUR FOUNDATION

Napoleon was once mingling among his men and officers according to custom; when he overheard a young officer complaining. "Here I've been a lieutenant for four years, and I don't see any chance for advancement yet."

Calm yourself, answered the great Corsican, "I was a lieutenant for seven years and yet I finally made use of my experience to get a slight advancement."

A similar statement might be attributed to many captains of industry, finance, or leaders in any worth while profession.

Conrad spent over half of his life accumulating the experience that made his novels among the greatest works of art of this age. Edison spent his early years in the obscurity of his little shop, and Henry Ford was a poor mechanic until long after he had ceased to be a young man.

A PREJUDICAMENT

The question is should we be hard hearted and safe or pick up the man struggling along the road and be robbed.

OUR SUSPICIONS

We are sometimes suspicious that this modern idea in psychology that intellect doesn't develop after the age of sixteen came from sheik or flapper.

WE'RE CIVILIZED

Sometimes we feel that we are a little backward here in Farmington, but whenever we read of the number of gun killings in Detroit, we are glad to feel that we are still civilized anyway.

THE POOR CRIMINAL

Why are these sentimental folks so much more solicitous of the "unfortunate criminal" than they are of the safety of law abiding citizens whose welfare depends upon the strict enforcement of justice.

D. U. R. WILL AVOID

MAXIMUM FARE
Contrary to expectations the Detroit United Railway is not exercising in full its authority to

charge three cents a mile on its several interurban lines according to the new tariffs filed with the Michigan Public Utilities Commission and effective August 12 on all but the Wyandotte and Pontiac divisions. The Wyandotte division operates under a service tariff, while not yet published, may be ready for the same date as the others.

"We have no desire to go to the maximum if it is at all possible to avoid doing so" states A. L. Drum, executive manager for the receivers. "We are going to put forth every effort to build up traffic by cultivating the habit of regular riding. To that end we will put in operation a real, up-to-date system of commutation unlike anything that has been tried in this locality."

"We are going on the theory that the daily and other regular passengers should be given a decided advantage over the occasional user of the interurban and it is the sincere hope of the receivers that the increase in patronage will warrant the retention of the new discount rates."

While, except on the Shore line, the basic rate will be advanced to two and three-quarter cents a mile commutation riding will be possible at not to exceed the present rates of fare and in some cases it will be less.

According to the tariffs where the basic rate is two and three-quarter cents a mile the following discounts will be allowed:
Twenty-ride book, good for purchaser within 90 days, two cents a mile.

Thirty-ride book, good for family within 90 days, two cents a mile.

Twelve-ride book, good for purchaser within 30 days, two and one-half cents a mile.

Round trip tickets 10 per cent off.

The discounts do not apply to the Detroit city zone or to the minimum fare of five cents.

Not only are these rates low compared with the maximum, said Mr. Drum, "but I call attention to the exceptionally liberal time allowance for their use. Normally a 12-ride book is intended for a round trip each work day in a week but we have extended the period to a month in order to care for those who ride regularly but not so frequently. An even greater liberality is given in the larger but lower priced books. We confidently expect the time allowance will popularize the books and produce an extensive sale."

Inasmuch as conductors will not sell the commutation tickets on account of the work involved Mr. Drum is having his traffic department select other places in addition to the waiting rooms where the books may be bought.

NEW SCHEDULE GIVES

4 HOURS AT CEDAR POINT
O. S. Dustin, general manager of the Ashley & Dustin Steamer line, foot of First street, Detroit, announces that the Steamer Put In Bay will sail from Detroit direct to Cedar Point on Lake Erie, every Friday during the balance of the present season.

Steamer Put In Bay for six days of the week sails from the dock at the foot of First street at 9:00 a. m., for Put In Bay and Sandusky, and passengers desiring to visit Cedar Point cross on the ferry from Sandusky, but cannot return the same day on the Put In Bay. On Friday, however, the Put In Bay leaves Detroit at 9:00 a. m., stops at Put In Bay and then proceeds directly to Cedar Point and on the return trip the steamer leaves Sandusky at 4:00 p. m., Cedar Point, 5:30 p. m., Put In Bay at 7:00 p. m., and arrives in Detroit at 10:30 p. m. This arrangement of the schedule permits a stay of four hours at Cedar Point.

Cedar Point, O., is one of the most popular summer resorts in the vicinity of Detroit. It is a beautifully wooded peninsula with a bathing beach on the lake Erie side of fine clean sand eight miles long. The board walk parade of wealth and beauty rivals Atlantic City. In a season of less than ninety days Cedar Point is visited by more than a million people. An attractive innovation of the present season is the night bathing. This is made possible by the installation of a battery of flood lights which will permit bathing until midnight or after.

Matthew's Self-Confidence

Some one once told Matthew Arnold that he was getting as dogmatic as Rustin. "That may be true," Arnold replied, "but you overlook the obvious difference. I'm dogmatic and right, and Rustin is dogmatic and wrong."—Vain's Vengeance.

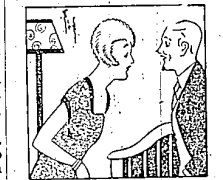
TRY A GUN

"Madame," said the dignified gentleman, "your dog bit me on the ankle."
"He did?" cried the lady. "Oh, I must send for the doctor!"
"Oh, I assure you it isn't as bad as—"
"You're the third person he's bitten today," broke in the lady. "I just know he isn't feeling quite well."—Lagdon Weekly.

Wisdom of the People

"A little nonsense now and then is relished by the best of men."
"Undoubtedly," answered Senator Sorghum. "The only trouble is what when you put a little nonsense into your talk it's liable to prove the only part that none of your listeners take seriously."—Washington Star.

BRUTAL TRUTH



Mrs. Ann Teak—Don't you think I look more youthful with my hair bobbed?
Mr. Hardfax—You sure do. One more clip and you'll be in your second childhood.

Both Toilers

The farmer and the sailor tell alike to some degree.
For where the former tills the soil The latter plows the sea.

Bird Life

"Never lived in the suburbs before?"
"Never."
"You'll enjoy the bird life on the place. This is a house for the bluebirds. And yesterday I saw a cuckoo on the lot."
"Good. I'll hang out an old clock."

A Difficult Case

Sleeping Beauty—if you think me pretty my hundred-year beauty sleep will not have been in vain.
Prince Charming—Say, if it took a century to make your face what it is now you'd better turn over and take another nap.

Viewed Tolerantly

"I like the springtime."
"Why?"
"Well, you see, I don't care for work at any time, but it is only in the spring that that attitude gets any sympathy."

INSIDE DOPE



"Say, why's the doc pumping out that fellow he thinks poisoned himself?"
"Trying to get the inside dope on his case."

Dismissal of the Past

Republicans are unattracted by the past. For which we're all regretful. But many a statesman's more secure because they are forgetful.

Premontion

"Did you expect me to accept you the night you proposed?"
"I did. Just before I reached your home I walked under a ladder and a dog walked three times"—Sydney Bulletin.

Her Job

"It's the little things that count," said the educational lecturer.
"Yes," responded the primmer grade teacher, "but you can't imagine what a hard time we have teaching them to do it."

Quick Changes

Mrs. O'Gay—John, with my make-up on I could pass myself off as your daughter.
Mr. O'Gay—Yes, and with it off, my dear, I could pass myself off as your son.—New Bedford Standard.

STATE OF MICHIGAN

In the Circuit Court for the County of Oakland in Chancery.
Robert Churches, Plaintiff
vs.
George A. Duggan, the unknown wife of James Vance, Margaret McLean Duggan, Lowell Goodman, Eleanor L. Goodman, Dolma A. Goodman, the unknown wife of Samuel G. Hart and the unknown wife of David Hart, or the unknown heirs, devisees, legatees and assigns of each and every of them.
Defendants.

At a session of said Court held at the Court House in the City of Pontiac, County of Oakland, State of Michigan, on the 18th day of July A. D. 1925.

Present, Hon. GLENN C. GILLESPIE, Circuit Judge.

On reading and filing the Bill of Complaint duly filed in said cause, and the affidavit of Clinton McGee, from which it satisfactorily appears to the Court that the defendants above named, or their unknown heirs, devisees, legatees and assigns are necessary and proper parties in the above entitled cause; and

It further appearing that after diligent search, inquiry and investigation it cannot be ascertained, and it is not known whether the persons named in said Bill of Complaint as defendants, or any of them are living or dead, or where he, she or they may reside if living, or whether the right, title, interest, claim, lien or possible right has been by them or any of them assigned to any person or persons, and if dead whether he, she or they have personal representatives or heirs living, or where they or some or any of them may reside, or whether such title, interest claim, lien or possible right has been disposed of by Will; and further, that the present whereabouts of such persons, their heirs-at-law, personal representatives, devisees, legatees and assigns are unknown and the Post Office addresses of none of them can be ascertained, nor can it be ascertained whether any of them are minors or incompetents:

On motion of Pelton and McGee, attorneys for plaintiff:
IT IS ORDERED that the appearance of each and all of the foregoing defendants be entered in this cause within three months from the date of this Order and in case of their appearance, or the appearance of any of them, that they cause their answer to the Bill of Complaint to be filed, and a copy served upon the attorneys for plaintiff within fifteen days after service upon them, or their attorneys, of a copy of said Bill, and in default thereof that said Bill be taken as confessed by said defendants who shall fail

to comply with the requirements of this Order.

It is further ordered that the said plaintiff cause this Order to be published within forty days in The Farmington Enterprise, a newspaper printed, published and circulating in said County, once in each week for six weeks in succession, or that plaintiff cause a copy of this Order to be personally served upon each of said defendants herein, at least twenty days before the time prescribed for his, her or their appearance.

GLENN C. GILLESPIE, Circuit Judge.

Countersigned:

Burton P. Daugherty, Clerk.
By G. Edson Halleck, Deputy.
PLEASE TAKE NOTICE that this suit, in which the preceding Order was made, involves and is brought to quiet the title to the following described lands, situate in the Township of Southfield, County of Oakland, State of Michigan, and more particularly described as follows:

Parcel 1. The North half of the Northwest quarter of Section 33, Town 11 North, Range 10 East, being West of the Berg Road so-called.

Parcel 2. The South half of the Northwest quarter of Section 33, Town 11 North, Range 10 East.

Parcel 3. The South half of the Southeast quarter of Section 29 and that part of the Southwest quarter of Section 28, described as beginning at the Northwest corner of the Southwest quarter of said Section; thence East on the quarter line, 6.37 chains to West line of Oliver T. Jenk's land; thence South on said West line, 16.53 chains; thence East on the line of said Oliver T. Jenk's land, 6.23 chains to West line of Oliver T. Jenk's; thence South on said line, 4 chains 7 1/2 links; thence West parallel to North quarter line to section line; thence North on section line to place of beginning, 16 acres more or less.

Pelton & McGee,
Attorneys for Plaintiff.
First National Bank Bldg.,
Pontiac, Mich.

July 24-Sept. 4.

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DETROIT UNITED LINES
Farmington Time Table
(Eastern Standard Time)
(Effective May 4, 1925)

Cars leave Farmington for Detroit at 6:54 a.m., 7:48 a.m., and hourly to 8:43 p.m., 10:53 p.m. (to Junction) only 1:03 a.m.)

Cars leave Farmington for Orchard Lake and Pontiac at 5:50 a.m., 6:50 a.m., 7:55 a.m. and every two hours to 4:35 p.m., also 6:10 p.m., 7:55 p.m. and 9:35 p.m.

First car leaves Farmington for Northville at 7:00 a.m., hourly to 8:00 p.m., also 10:00 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.

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