

The Farmington Enterprise.
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JUDGE MANDELL SPEAKS

The following excerpt from an editorial in the Detroit Free Press of Tuesday echoes the sentiment of the people of this state who are protesting against the manner in which the judgment of the courts is being flouted by the present administration in the matter of pardons and paroles:

"Judge Mandell asserts that indeterminate sentences ought to be abolished and that when a decree of one, five, or ten years, or life is given, the state should make sure that such a sentence is served except under extraordinary circumstances. Then, he says, every criminal who is convicted would know that he is going to be punished for a specific time. There would be no use of political plays, of sobbing by influential friends or relatives as preliminaries to paroles. Prison would then regain some of its original meaning among the criminal fraternity and the law would command greater respect."

The words the judge speaks ought to fall upon attentive ears. This state has suffered much at the hands of swagging criminals and from the practical operation of the parole system under the present regime in Lansing. Demand for an end of the present intolerable condition is growing steadily and rapidly, and Judge Mandell suggests a practical method for terminating the evil. Only a very blind legislature and a very blind and obstinate executive will fail to listen and take heed. Nor is the judge indulging in any idle speculation when he said that unless teeth are put in Michigan's present penal machinery, and the laws as they stand are made effective, capital punishment is likely to appear again as a final protest against lawlessness. Unless there is a systematic re-education from the present destructive laxity in dealing with crime, there is bound to be a violent and extreme one. Michigan has about reached the limit of its endurance and patience. In one way or another justice must become something more than a counterfe.

A FUNERAL ASPECT

If the plan proposed by the village of Ferndale to place white crosses on the streets where fatal accidents have occurred is followed by other municipalities on the trunk highways leading out of Detroit an auto ride into the country will be as depressing as a trip through a cemetery.

RECKLESS DRIVERS CAUSE DEATH TOLL

That the negligent and careless driver, and not the automobile, is responsible for the toll of death at railroad crossings, is the finding of S. T. Bledsoe, general counsel of the Santa Fe, who bases his conclusions upon exhaustive reports gathered from every possible angle.

It is shown that in a year 2268 nontrespassers were killed and 6314 were injured. Automobiles were involved in 84 per cent of these accidents.

That the railroads are spending immense sums to protect life and property is shown by the fact that nearly 1,000 railway highway crossings were removed in 1923, although at the same time 2500 were installed, largely in obedience to public authority. The removal of the grade crossings in the one year, the official states, cost the railroads \$75,000,000. In a startling statement, Counsel Bledsoe says it would cost almost as much to remove all the grade crossings on railroads in this country as it cost to build the lines.

Railroad crossings, having the greatest traffic density are protected by crossing signs, bells, gates, flagmen and by the ringing of locomotive bell and sounding of whistles.

"A railroad track and a railroad crossing are danger signals," says the statement. "One New England railroad having only 230 crossing gates had 390 such gates demolished by automobiles crashing through them in front of approaching trains, in 1923. One Ohio railroad had twenty collisions

between its trains and autos in one year, where the crossings were protected by bells, that in each case were ringing."

WEST FARMINGTON SCHOOL NOTES

Our percentage of attendance for November is 95. Those who have been neither absent nor tardy during the first three months are: Marshall Wixom, Marion Krumm, Marion Robison, Donald Gow, Vlasta Regentik, Gladys Krumm, Ada Button, and Gerald Wixom.

We organized our Hot Lunch Club last Friday. The following officers were elected:

President, Gladys Krumm.
Vice President, Ada Button.
Secretary, Eleanor Roy.
Treasurer, Bessie Palackey.
Advisory Board, Mrs. G. Wixom, Mrs. F. Robison, Mrs. D. Button, Club Leader, Lois Richardson.

Gladys Krumm and Ada Button are acting as cooks and Frances Angell and Evelyn Bush as housekeepers for the first week. We provide a warm dish at noon. We have an electric stove and all the necessary equipment.

Miss O'Connor visited our school last Wednesday and gave us three stars for our Achievement Card. We earned them for the following points:

Our playground is well kept and we have added three new pieces of equipment.

Our school has a drinking fountain or individual drinking cans in use.

We have displayed our flag out of doors every fair day for one month. Every child knows the flag salute.

Those who are on the Honor Roll this month are: Marshall Wixom, Donald Angell, Marion Krumm, Bob Button, Marion Robison, Clyde Button, Otto Regentik, Ada Button and Gerald Wixom.

The third and fourth grades have made some very good Hiawatha books for language.

We have several Health Posters on our bulletin board. We have been working for good posture this month. Everyone enjoys the "Setting Up" exercises in the mornings.

Anna and Jerry Palackey visited our school last Thursday.

HARRY SNODGRASS TEMPLE HEADLINER

Harry M. Snodgrass, America's foremost radio artist, headlines the bill at B. F. Keith's Temple Theatre starting Sunday matinee. Mr. Snodgrass is a sensational pianist and has called "The King of the Ivories." He broadcasted from Station WOS at Jefferson City, Mo., and has brought with him to vaudeville, J. M. Witten, the prize winning announcer from that station. The setting for Mr. Snodgrass' act is a faithful reproduction of the radiophone room in the dome of the State Capitol at Jefferson City. "Countess thousands who have listened him play over the air from that station will undoubtedly be eager to see and hear him. James J. Corbett, former heavy weight champion of the world and Bobby Barry is announced as second feature. Others include: Albert Whelan, Australian singer and monologist; Sully and Houghton, supported by Edwin Forsburg in "Arms and the "Girl," Lovita Gray Revue, a colorful dance flash; Alice Hamilton and George Hayes in "The Spirit of '76;" Cervo and Moro in "Notes and Things;" Kismet Sisters in feats of strength; a Hal Roach Comedy, "Starvation Blues" featuring Clyde Cook and the usual screen program.

TAXPAYERS INTERESTED

To arouse interest in good roads, the American Road Builders' Association has formed plans for national observance of Good Roads Week during the week of January 11, 1926.

Schools will be asked to have appropriate exercises, and civic clubs will hold meetings for purpose of discussing necessary road construction.

During same week, the association will hold its annual convention in Chicago, discussing road building from two angles—dealing with actual construction of roads and of special interest to contractors, and the other dealing with technical and administrative problems of special interest to engineers, county and city officials.

There should be a third proposition considered—the interest of the taxpayer and the type of road construction which will give him the most for his money, for he pays the bill.

Pay up your subscription.

FIFTH AVENUE ENJOYS A NEW EXPERIENCE

Fifth avenue, the world's most critical street, experienced a new and happy sensation at the annual automobile salon held at the Hotel Commodore, New York, Color was the keynote of the exhibits by builders of fine motor coachwork. Twelve bodies, produced by America's foremost designers and exhibited on the Lincoln chassis attracted especially keen interest because of the fact that the colorings and color combinations of rare birds were duplicated.

The enthusiasm of Fifth avenue was reflected in the newspapers of the city. The New York Times commenting on the salon said: "A striking exhibit in respective colors is that of the Lincoln cars. The rich color combinations have been adapted from the plumage of rare American and tropical birds."

The New York Sun was equally enthusiastic, saying: "The sensational feature of this salon is the brilliant color effects found in the many cars exhibited. This is particularly so in the case of the group of twelve Lincolns, each of which has been painted in striking and contrasting colors of a bird selected for its beautiful plumage. The idea underlying this method of color selection is novel and the effects secured are almost beyond description."

WALLED LAKE

Mr. and Mrs. Allen Benjamin had the misfortune to lose their house and contents Monday afternoon about 4:00 o'clock by fire. Mr. Benjamin's father, who was sick in the house was asleep and the two-year-old baby was too. Mrs. Benjamin went across the road to a neighbor for a few minutes. When the flames were discovered the house was so full of smoke they had hard work to save the inmates, both being badly burned about the face and hands. Mrs. Benjamin was burned saving the baby. They are staying at Orla Benjamin's at present.

Mr. and Mrs. Irving Knapp and William, spent Sunday at Marley Bachelors.

Mr. and Mrs. Joe Reimer spent Thanksgiving in Detroit.

The school is having a siege of Liberty measles.

News came from Detroit last week of the death of Mrs. Fred J. Schmidt. She has been sick about a year with cancer.

Miss Colson, second grade teacher, was called home last week by the illness and death of her father. Mrs. Taylor and Mrs. Schroeder, former teachers, took her place.

The Champes family left the first of the week for Florida.

Edd Coe and H. G. Roach have opened a real estate office in the Roach and Avev building.

Mr. Upton and Edd Coe took several high school boys to Lansing Friday, to the M. A. C.

FARM RADIO SCHOOL

Five separate courses, each having its own night of the week, will be included in the farm radio school which is to be broadcast from the Michigan State College, station WKAR, beginning on Monday, January 11.

The school will run for twelve weeks, or throughout the months of best radio reception. Experience of the college radio school a year ago showed that farmers, as a rule, are too busy with spring work after about April 1 to listen regularly to radio courses. This fact, together with the better reception conditions of the winter months, caused authorities at M. S. C. to book the school earlier this year.

The plan of the courses will be different from that of the first school last spring. Instead of devoting one or two weeks to each subject, individual courses will run through the entire twelve weeks, one night each week being allotted to each. This plan, it is felt, will better serve the needs of both listeners and broadcasters.

Subject matter for the five

courses and their nights will be as follows: home economics, Mondays; animal husbandry, poultry and veterinary medicine, Tuesdays; gardening and horticulture, Wednesdays; and farm crops, Fridays. The lectures will begin at 7:15, eastern standard time, and continue until 8:00 o'clock. From two to four speakers will be scheduled for each night.

A radio school catalog, containing detailed schedules of all lectures, the subjects to be discussed, and information about registration, is being mailed out to the hundreds who enrolled in last year's farm school and to others who are interested in agricultural radio courses.

What Might Have Been

"Now I suppose," remarked Mrs. Snaggs, "that the surgeons of the army are attached to the medical corps?"

"Your supposition does you great credit," replied Mr. Snaggs, sarcastically. "It's a wonder you don't imagine the doctors joined the army for the purpose of building bridges or coming up in a balloon. Where should the surgeons be except in the medical corps?"

Insect Life Preeminates

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DETROIT UNITED LINES

Farmington Time Table (Eastern Standard Time)

(Effective Nov. 27, 1925)

Cars leave Farmington for Detroit at 6:54 a.m., 7:15 a.m., 7:35 a.m., 7:55 a.m., and every 40 minutes to 5:15 p.m.; 6:15 p.m., and hourly to 10:15 p.m. (to Junction only 10:47 a.m., 11:07 p.m.)

Cars leave Farmington Junction for Orchard Lake and Pontiac at 5:35 a.m., 7:20 a.m., and every two hours to 3:20 p.m., also 5:15 p.m., 7:15 p.m., and 9:15 p.m.

First car leaves Farmington for Northville at 4:45 a.m., then at 6:35 a.m. and every two hours to 6:35 p.m., 8:15 p.m., also 10:05 p.m.

Cars connect at Wayne with those over the D. J. & C. Hourly limited service to Ann Arbor. *Daily except Sundays and Holidays.

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

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