

# The Farmington Enterprise

Vol. XL No. 9

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## MANY HOME BUILDERS FAVOR FARMINGTON

Glen R. Reddick, an officer in the Oakland subdivision project on Orchard Lake road, is confident that this locality will experience a decided real estate boom the coming year. He told the members of the Exchange club Tuesday noon that he based his faith on what he had learned and observed during the past few months in activities as one of the developers of the Oakland subdivision. Many Detroit citizens, he said, are considering making homes here and many now have plans perfected for them. Work on ten high class dwellings will commence at the Oakland early in the spring and before the year closes a large colony of Detroit people will become residents of Farmington township.

This subdivision company has secured a large space for an exhibit in the Builders' Exposition which opens at Detroit the latter part of February and will make an exhibit of several model estates. These estates consist of six lots, 50x120 and are a new feature in subdivision planning which is proving quite popular, according to Mr. Reddick's statement. The plans for the miniature buildings and landscaping were made by Butterfield and Butterfield, architects of Detroit and Farmington.

Mr. Reddick suggested that the Exchange club get back of a movement for boosting Farmington. He believes that concerted action by business men, real estate operators and citizens who are interested in Farmington will aid greatly in securing a desired class of home seekers and builders.

Mr. Reddick is now a Farmington citizen, having just moved with his family into his new home at the Oakland. Mr. and Mrs. Reddick are pleased with it and the location.

## AWARDED GOLD EMBLEM

Fred A. Patterson, publisher of the Holly Advertiser, has been awarded a gold emblem given by the Graphic Arts Guild, for the best account of the convention held at Winnipeg last June. Silver pins were awarded to others entering the competition. The judging was done by experienced newspaper men.

## PLEASE RETURN BOOKS

Please return all books past due by Saturday to the library. Librarian.

## Read Our New Serial

### In Valhalla and Out

By George Ethelbert Walsh

Here is a story which proves that modern conditions can produce as romantic and thrilling a tale as those of old in which buccaneers and pirate gold figured.

No buried treasure in this story, but there is a kidnapped maiden and for good measure a kidnapped millionaire; also a stolen yacht, a pirate of the modern financial sort and a lot of bang-up exciting adventures. You are sure to be delighted with it.

First Installment Will Appear

IN FARMINGTON ENTERPRISE  
JANUARY 15

## FUN AT THE CLUB

E. O. Hutton, wielded the gavel for the first time at Tuesday's noonday luncheon of the Exchange club. Upon taking up the duties of the office he was presented with a huge bouquet. The cluster consisted of the roots, stalks and defoliated branches of plants indigenous to this locality, overlooked by the highway commissioner in his midsummer campaign against certain forms of vegetable life tabooed by legislative enactment. A touch of color was given the bouquet by knots of crepe paper intended to represent the flowers that bloom in the spring, trillia, and drop in the fall, too.

In presenting the token, Superintendent Leonard was at his best. When he closed there was scarcely a dry eye in the room. The recipient snatched up the souvenir with affective tenderness and dropped it into a vacant chair. Turning he faced a mighty haul from the trunk of a Warner street apple tree. This symbol of authority, presented by Wells D. Butterfield, a co-conspirator with Superintendent Leonard, was accepted by the new president with a promise to be good.

The president appointed as his cabinet officers: Dr. Aschenbrenner, sheriff; Thomas McGee, deputy sheriff; Dr. Weaver, song leader; entertainment committee, A. G. Leonard and W. D. Butterfield.

## DOING WITHOUT HARD COAL

Anthracite coal has almost entirely disappeared from the coal yards of Detroit but the people of that city have found out they can do without hard coal and are finding satisfactory substitutes in coke and soft coal. Thousands of homes equipped with hard coal burning apparatus have had their furnaces and stoves altered slightly to burn the coke and soft. Many dealers think there never again will be a great demand for hard coal in Detroit. —Current School Topics.

## CARL ALBRIGHT INJURED IN AUTO ACCIDENT

Carl Albright is again able to be at his place of business at the Park Garage after his close call in an auto accident. While driving on Mill road last Wednesday. In attempting to turn out to avoid running into another auto that had stopped suddenly in front of his car, the car skidded on the icy pavement and turned over. He suffered a dislocated shoulder and his Chevrolet was wrecked. He is mightily well pleased over escaping more serious injury.

## C. C. A. ELEVENTH ANNUAL

The eleventh annual meeting of the Clarenceville Cemetery Association will be held on Wednesday, January 13 at 2:00 p. m. at the home of Charles and Henrietta Heise. The last year having been their most eventful one, a good attendance is expected to hear the reports to discuss plans for the coming year and to elect three trustees.

Julia Tyler, Sec.

## ATTENDING BIENNIAL CONGRESS

Miss Emily Butterfield left Thursday for Milwaukee to spend New Years with friends in that city. From there she will go to Dallas, Texas.

The representatives of the eighteen national collegiate societies hold their biennial congress there the first week in January and Miss Butterfield attends the editor's conference held at the same time, being editor of the Alpha Gamma Delta Quarterly.

## SUNDAY NOON CLUB

Mr. Leonard will feature two sessions of the Sunday Noon club during January and February with five minute preface talks, bearing on some feature of the subject to be discussed. The club meets in Community Hall, every Sunday at noon and the men of the neighborhood are invited to attend.

The Senior play, "A Poor Married Man" will be given Tuesday and Wednesday evenings, January 19 and 20.

## BASKETBALL

### Independents Win Close Contest From Detroit Edison Meter Club

In a fast and exciting game of basketball, the local athletic club quintet trimmed the Detroit Edison Meter club 30 to 28 Monday night in the High School gym.

The locals took the lead at the start, but were never at any time more than 4 points ahead, it being anybody's game until the final whistle. At half time the count stood 14 to 12 with Farmington on the big end.

In the second period Banfield seemed to get his eye on the rim sagging five baskets, giving him a total of six for the game, while Salow was a close second with four.

The Meter club presented a well balanced lineup and forced the locals to the limit to win.

This victory rates the local aggregation well up with any of the independent teams in this section, the Meter club being considered as one of the best in the city league.

### Lineup:

Farmington	Detroit
Banfield	F. Pruden
Ramus	F. Doolittle
Salow	C. Happen
Wixom	C. Mackey
Staman	G. Watson

Substitutes—Walling for Staman; Staman for Salow; S. Mackay for Doolittle.

Referee—Quinn.

### High School Wins Fourth

### Victory Defeating Alumni

21 to 12

In one of the fastest games of the season the High School five took the "Old Timers" into camp to the tune of 21 to 12 last Wednesday night.

The Alumni started out with a rush, leading 11 to 8 at the end of the first half. The second half, the high school presented an airtight defense, the Alumni being unable to score a single field basket, while the High School was able to break through the defense of the Alumni quite regularly, dinging up six field baskets and a free throw making the final score 21 to 12.

### Lineup:

High School	Farmington
Quinn	F. Banfield
Sloan	F. Ramus
Sallow	C. Happen
Manzel	G. Wixom
Spaller	G. Staman

Substitutes—R. Catherman for Staman; Walling for Wixom.

Referee—H. Catherman.

In the preliminary High School girls' team lost to the Alumni 36 to 12 in a rather slow and one-sided contest.

Friday, January 8, Northville comes here for the first league game at home. Both boys and girls games.

Farmington Athletic club plays the Standard Accident Insurance Co. Monday, January 11.

Last year this same team tried very hard to take victory back to Detroit but were beaten by two points in two over time periods so they are out this time to win.

## DEATH OF MRS. TUTTLE

Miss Hattie Tuttle, of North Farmington, died at the home of her brother, James R. Tuttle, of Commerce, December 28 of pneumonia.

Miss Tuttle was born at Walled Lake sixty-eight years ago. The funeral was held at the Walled Lake M. E. Church, Thursday afternoon, at 2:00 o'clock, the deceased being a member there for over fifty years.

## FARMINGTON WOMAN'S CLUB

The Farmington Woman's club held their regular meeting at the home of Mrs. Ella Irish, January 6, with nineteen members present and two guests.

The program of the day was the reading by the members of a Shakespearean drama, "The Tempest" and the guessing of Shakespearean characters impersonated by members.

The next meeting will be held January 20 with Mrs. Zayda Wilber. Josephine McGee, Sec.

## WILL ENFORCE LAW REGULATING LIGHTS

Enforcement of the law which requires motorists to use two headlights and a tail light will be made in Oakland county, according to Sheriff Schram. According to Sheriff Schram he has received numerous complaints recently to the effect that many motorists were using but one head light.

He says: "Many complaints have come to my office of motorists driving on the highways in Oakland County with only one light burning on their cars. This fact has led me to the decision of inaugurating a special drive to clear the county of this evil. In the near future I will start a schedule wherein squads of deputies will patrol the highways on certain nights in the week, and bring all violators of the law, requiring two headlights and a red rear light, to justice. This law was enacted for the purpose of preventing accidents and unless the people whose own representative passed the law will keep it, its purpose fails. The sheriff's office will do all in its power to enforce this as well as all other laws passed for the good of the county.—Pontiac Press.

## W. H. M. S.

A very pleasant meeting of the Woman's Home Missionary Society was held Tuesday afternoon of this week at the M. E. parsonage. Mrs. E. F. Dunlavy was hostess to twenty-five members at this regular monthly assembly.

The business session was followed by the program for the afternoon given by members of Group No. 1 in dialogue from the Study Book of the year.

The next meeting will be Tuesday, February 2.

## FIRST Y. M. C. A. SECRETARY

### GUEST AT DINNER

Many will be interested to know that Martin Verburg, first County Y. M. C. A. Secretary in Oakland County will be a guest at the County Y. M. C. A. annual dinner, Wednesday, January 13, at the Sunset Hill Club, Orchard Lake.

The dinner speaker will be Mr. Cameron Beck, personnel officer of the New York Stock Exchange. Reports for the year 1925 will be given and policy and program for 1926 will be outlined and adopted.

Representatives of all the towns in the county will be invited and old personal friends of Mr. Verburg, members of groups or committees will be invited as far as they are known.

The County secretary, Mr. George H. Kimball Jr., will appreciate information mailed to him at box 173 Pontiac, about any former group members who might like to attend this little reunion for Mr. Verburg.

Three separate associations are now operating in the county as the outgrowth of the first County Y. M. C. A. that Mr. Verburg served as secretary, namely, the new Pontiac Association, with Mr. Frank B. Ruf as secretary; and the Southern Oakland Federation with Mr. Robert D. Lynd as secretary, serving the suburban area only; and the remainder of the county still known as the Oakland County Y. M. C. A. with Mr. George H. Kimball Jr., as secretary.

William R. Turner, assisted by his son and wife, Mr. and Mrs. William A. Turner were hosts and hostess at a family gathering Sunday at their home at Nichols Corners. A pleasant time altogether was enjoyed by the following, Mrs. Hannah Marker of Oxford, Mrs. Warren Priest of Clarenceville, Mr. and Mrs. Frank Rossow, son Harold of Northville, Mr. and Mrs. Chas. of Nori, Mr. and Mrs. William A. Turner, daughter Ethel and their father, William R. Turner.

The Misses Eleanor and Dorothy Talbot and Florence Ross, Cedric Harger, Gerald Parker and Robert Cook, chaperoned by Mr. and Mrs. C. R. Talbot, formed a New Years dinner party at the Detroit Athletic club. Previous to the dinner they attended "Hello Lola" at the Shubert-Lafayette Theatre.

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## ASTONISHING DEVELOPMENT OF THE MOTORBUS

By Emerson O. Gildart

A worker in a Michigan automobile factory nine years ago was driving in daily from a village 12 miles distant. The railroad schedule was not good. One by one, fellow-workmen from the home town persuaded him to carry them until his Ford was loaded with regular passengers. At 50 cents the round trip, he gathered in an extra \$12 every week for being accommodating.

Soon girls working in city stores wished for this convenience; they longed for "learn suppers." The little old "driver" was traded for a larger car, which, taxed to capacity, conveyed three other and fairer travelers—and that meant another \$9.

Soon mothers of the girls and wives of the men were wanting such a ride, to shop in the midst of the day, when the trains didn't run right. This was about the time the consolidated school was taking the country. The firm the driver worked for was making school busses. When he explained his needs, they arranged terms, and he bought one.

He engaged his brother-in-law to take the midday trip with the automobile, allowing him a share in the profits. The new bus, with its early morning load, he drove himself. Patronage increased. Presently he resolved to give up his factory job, to give villagers and dwellers along his route a steady, dependable and frequent service. The partners were soon making six round trips daily. Six years later, they were running two body-busses on a schedule of ten round trips, and 50c was the one-way fare. Your writer rode the old school bus one winter evening when thirty jolly neighbors had squeezed in. Two long seats facing each other, in a school bus make fast friends.

We pulled and rocked over the frozen "chatterbumps" in a manner to make standing passengers wish they had the "sea-legs" of sailors.

When the new paved way was done, "autourban" bus lines sprang into existence. These soon passed into electric railroad hands in many instances. It was not long before our former factory friend was shining his valuable franchise from the state with the moneyed interurban interests at a very comfortable figure.

This story, with varying details, has been duplicated a thousand times. There are between forty and fifty thousand motorbuses operating today in the United States. Many routes were started by individuals and later taken over by large companies.

During the decade 1915-1925 the automobile and the motor highway developed tremendously. So did the motorbus. Upon the Pacific coast, where rugged country has made an intricate railroad way impossible, great 30-passenger busses, with swivel cushioned chairs, dining and sleeping equipment for long runs, low slung chassis and an engine much like that of an aeroplane, have been driving over the mountains for years. This type invaded Michigan about ten months ago.

To students of motorbus traffic it appears that for short rides and where safety is assured, the public first of all demands a dependable schedule. Bus service that you can't trust deserves to fail. The next demand is frequency. The interurbans ignored this when so many cut hourly schedules to a two-hour or even a three-hour basis. This they did at the very time the personally-owned car was coming into general use among their regular patrons. Too late, they are finding out their mistake; for the real competitor of the rail car is not the motorbus, but the family automobile. To compete with this rival, steam and electric lines are everywhere equipping with busses for auxiliary transit.

Motorbus men sense a demand for greater comfort in public highway travel. Consequently they are installing not only the "Big Bertha" from the coast, but also a 21-passenger chair car now made in Michigan. In both mod-

els of motorbus, soft-cushioned wicker chairs replace the old "street-car" form of seat. There are also wide, clear observation windows and electric lights. What the future holds is of course hidden. There is sharp debate as to which form of chair car is best. The big ones will haul more. The smaller ones, at the same initial cost, can go twice as often and seat a greater total of passengers, but require twice as many drivers. However, one thing is sure—the motorbus must be reckoned with cordially; it is here to stay.

But it mostly is in the treasure vaults of Wall Street.

Pirates! Principally the modern sort who do their scurrying and sinking in the stock market.

Kidnapped Maiden! Yes, but she proved more than a handful for the kidnappers.

Lovers! Indeed, yes! All the world will love the two in this story!

Villains and Plots! Just as wicked as any in older tales of the old, with radio and other modern improvements to further their schemes.

## PROMINENT ENGINEER VISITING HERE

Capt. Charles Ripley of Sault Marie and Mr. and Mrs. Joseph Ripley of Albany, N. Y., have been visiting their sister, Mrs. Wells D. Butterfield, this week.

Mr. Joseph Ripley was for a number of years during the construction of the U. S. ship canal locks at Sault Ste Marie, the general superintendent and engineer in charge until called to serve on the commission of engineers in the construction of the Panama Canal.

Later he was appointed state engineer of New York and was in charge of putting through the Barge Canal from Buffalo to Albany.

After completing this work he spent two years in China at the head of a group of engineers developing a program for the improvement and modernizing of the canal system in the Yangtze region, returning to Albany and again engaging in engineering work for the state.

He was born in Pontiac and graduated from Michigan University.

## NORTH FARMINGTON SEWING CIRCLE RESUME WORK

The class met with Mrs. French December 2, and elected the following officers:

Mrs. Grace French, leader.  
Mrs. Jessie Power, secretary and publicity chairman.  
Mrs. Lillian Dickie, treasurer.

It was voted to name the circle "The Happy Hour Sewing Circle."

Last year's work was reviewed and remodeling dress forms taken up.

The class will meet Wednesday, January 13 at Mrs. French's home. All members please remember the date. We have very interesting work laid out for this year.

Mrs. Jessie Power, Sec.

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