

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, JULY 9, 1926

HOW ABOUT GRAND RIVER PAVING?

The traffic congestion on Grand River avenue from the third to the fifth of July again demonstrated the urgent necessity of an improvement in the road condition from the eastern limits of Farmington to Redford. With the big traffic pouring into Grand River from the Orchard Lake and Seven Mile roads, there were times, especially Monday evening, when cars were at a standstill in many places two abreast, waiting for the untangling of tie-ups.

With a worn out pavement of about 18 feet in width over which passes a large traffic daily including many large busses and trucks, it seems almost providential that the accidents are not more serious.

No one seems to know just when further improvements will be made on Grand River, but strenuous efforts are being made to give Woodward avenue an 80-foot pavement from Detroit to Pontiac. The travel on that road is no over a third greater than that on Grand River on Saturdays and Sundays.

U. S. UNDISPUTED LEADER IN TELEPHONE PROGRESS

The 50th anniversary of the invention of the telephone finds the United States still undisputed leader of the world's telephone progress. We have in this country 62 per cent of all the telephones in the world, or one telephone for every seven people. With ten times as many telephones in proportion to population as the rest of the world, and with 191 telephones conversations per person in a single year the United States maintains her telephone leadership which began half a century ago when Alexander Graham Bell made his great invention in a Boston garret.

New evidence of America's pre-eminence in the telephone field is afforded by a compilation of telephone statistics of the world which has just been published. The task of obtaining accurate information from remote countries has taken many months, and the figures therefore reflect conditions as of January 1, 1925.

On that date there were 26,038,508 telephones in use throughout the world. Of these 16,072,758 or over three-fifths were in the United States. Europe had four times as many telephones as the United States, but less than half as many telephones. The 6,895,365 telephones in Europe constituted only 26 per cent of the world's total telephones. The remaining 12 per cent were scattered through all the other countries and continents outside of the United States and Europe. New York State alone had nearly as many telephones as Germany and more than the whole of any other foreign country. Our American telephone systems also showed a greater net annual growth than the telephone systems of all the other countries in the world put together. The increase in number of telephones in the United States during 1924 was 839,407 while in all foreign countries combined it was only 750,263.

Not only in total telephones and in telephone growth, but also in number of telephones per 100 population, the United States was easily first. We had 14.2 telephones for every 100 people in this country; Canada had 11.6, Denmark 9.0, New Zealand 8.7, Sweden 6.9, and Norway 6.1. In Germany there were but 3.9 telephones per 100 inhabitants, in Great Britain and Northern Ireland 2.8, and in France 1.7. It may be noted in passing that the telephone systems of these three countries were under government ownership and operation. Of the world's total telephones, only 29 per cent were under public ownership, the remaining 71 per cent being owned and operated by private enterprise.

Communities of less than 100,000 population in the United States were served by 11.6 telephones per people, a record equalled in no other country. In Canada these smaller communities

had 9.3 telephones per 100 population; Denmark 7.1, and in New Zealand 8.8. The larger European countries were far behind in this respect, with farmers' telephone lines almost unknown. There were only 2.4 telephones per 100 inhabitants in communities of under 100,000 population in Germany, 1.7 in Great Britain and Northern Ireland, and 1.0 in France. British and French telephone development, in fact, was concentrated principally in the larger cities. In each case over one-third of all the nation's telephones were in its capital city. Even so, London with 5.9 telephones per 100 people, and Paris with 7.6, were far surpassed by Washington, D. C. which had 25.3 telephones per 100 inhabitants, by Omaha, which had 28.5, and by San Francisco which had 29.9. Stockholm with 24.3 telephones per 100 people alone among foreign cities had attained a telephone development commensurate with that of United States cities.

In use of the telephone, Americans averaged 191 telephone conversations per inhabitant during 1925, while in Denmark the number of conversations per person was 131, in Norway 113, and in Sweden 106. The Germans used the telephone only to the extent of an average of 30 conversations per person during that year while the taciturn British contented themselves with an average of but 23 conversations per inhabitant, or less than one-eighth as many as we Americans.

It is all right, of course, to buy fuel for the car today. But be sure you are not doing it with money that should be used to pay for fuel for the body or fuel for the furnace bought months or weeks ago.

My, ain't nature grand? The old-fashioned girl wore a sun-bonnet to keep the tan off the tip of her nose and now look at 'em.

THE USE OF COMMERCIAL LICENSE PLATES

There has been more or less of a misunderstanding in the rural districts concerning the use of commercial plates, says Alan G. Straight, commissioner of public safety.

"Act 302 of the Public Acts of 1915 as amended by the Legislature in 1925, which defines 'commercial vehicle' as all motor vehicles used for the transportation of passengers for hire and those constructed or used for the transportation of goods, wares or merchandise, might be interpreted as prohibiting the use of pleasure cars for hauling small amounts of grain or produce to town or the hauling of sample cases, camp equipment etc. However, this department does not place that interpretation on the law. We believe that a farmer or any other citizen has the right to use his pleasure car for the hauling of his own produce to town or for hauling other articles of merchandise for himself, without being compelled to purchase a commercial license for the car. We believe that the Legislature intended this particular section to apply only to those vehicles used or constructed solely for the purpose of hauling passengers for hire or for hauling freight."

"This department will not make any arrests for alleged violations of this section of the law where a pleasure vehicle may be used to haul produce or personal goods by the owner."

The most comforting thing that Florida has heard in a long while was the announcement there was no land in the vicinity of the north pole.

What has become of the old-fashioned kid who thought that fifty cents was a whole lot of money with which to celebrate the Fourth?

Try an Enterprise Liner.

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OUTSTANDING MUSICAL ATTRACTIONS

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4-BIG DAYS-4

REDPATH CHAUTAUQUA

SEASON TICKETS \$2.00

FOR BEST RESULTS TRY AN ENTERPRISE LINER

Report of the Condition of the

Peoples State Bank of Farmington

at Farmington, Michigan, at the close of business June 30, 1926, as called for by the Commissioner of the Banking Department.

RESOURCES

Commercial	Savings
LOANS AND DISCOUNTS, viz.:	
Secured by Collateral	\$12,000.00 \$111,594.33
Unsecured	147,191.97
Items in Transit	787.50
Totals	\$159,979.47 \$111,594.33 \$271,573.80

BONDS, MORTGAGES AND SECURITIES, viz.:

Real Estate Mortgages	\$7,000.00 \$186,589.99
Municipal Bonds in Office	5,000.00
Other Bonds	56,062.50 45,990.00
Totals	\$63,062.50 \$237,579.99 \$300,642.49

RESERVES, viz.:

Due from Banks in Reserve Cities and Cash on Hand	\$49,172.64 \$15,000.00
U. S. Bonds and Certificates of indebtedness carried as legal reserve in Savings Dept only	35,400.00
Exchanges for clearing house	752.89
Totals	\$49,924.93 \$50,400.00 \$100,324.93

COMBINED ACCOUNTS, viz.:

Overdrafts	\$148.98
Banking House	32,000.00
Furniture and Fixtures	10,000.00
Customer's Bonds Deposited with Bank for Safekeeping	17,200.00
Interest Earned but not Collected	3,297.17
Total	\$735,097.37

LIABILITIES

Capital Stock paid in	\$50,000.00
Surplus Fund	15,000.00
Undivided Profits, net	1,002.86
Dividends Unpaid	1,530.00
Reserved for Taxes, Interest, Depreciation, etc.	7,000.00

COMMERCIAL DEPOSITS, viz.:

Commercial Deposits subject to check	\$113,554.63
Demand Certificates of Deposit	37,844.14
Cashier's Checks	6,255.37
State Moneys on Deposit	10,000.00
Totals	\$227,655.64 \$227,655.64

SAVINGS DEPOSITS, viz.:

Book Accounts—Subject to Savings By-Laws	\$699,381.61
Certificates of Deposit—Subject to Savings By-Laws	4,474.54
Club Savings Deposits (Xmas, Thrift, etc.)	4,598.10
Totals	\$708,454.25

Bills Payable

Customers' Bonds Deposited with Bank for Safekeeping	17,200.00
Total	\$735,097.37

STATE OF MICHIGAN, County of Oakland, ss.

I, John Fitzpatrick, Cashier of the above named bank do solemnly swear, that the above statement is true to the best of my knowledge and belief and correctly represents the true state of the several matters therein contained, as shown by the books of the bank.

JOHN FITZPATRICK, Cashier.

Subscribed and sworn to before me this 7th day of July, 1926. George C. Gilmeister, Notary Public. My commission expires May 4, 1929.

CORRECT ATTEST:

JAMES L. HOGLE,
CHARLES H. ELY,
ERNEST V. BLANCHARD,
Directors.

Farmington State Savings Bank

at Farmington, Michigan, at the close of business June 30, 1926, as called for by the Commissioner of the Banking Department.

RESOURCES

Commercial	Savings
LOANS AND DISCOUNTS, viz.:	
Unsecured	\$376,585.78 \$117,908.15
Totals	\$376,585.78 \$117,908.15 \$494,493.93

BONDS, MORTGAGES AND SECURITIES, viz.:

Real Estate Mortgages	\$8,056.10 \$516,707.23
Other Bonds	\$162,000.00 \$2,000.00
Totals	\$170,056.10 \$518,707.23 \$688,763.33

RESERVES, viz.:

Cash & Due from Banks	\$59,041.05 \$28,631.55 \$87,672.60
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COMBINED ACCOUNTS, viz.:

Overdrafts	\$779.15
Furniture and Fixtures	21,062.00
Other Real Estate	2,000.00
Customer's Bonds Deposited with Bank for Safekeeping	10,200.00
Stock of Federal Reserve Bank	2,100.00
Other Assets—Interest Earned, not Collected	15,007.85
Total	\$1,320,078.86

LIABILITIES

Capital Stock paid in	\$40,000.00
Surplus Fund	30,000.00
Undivided Profits, net	10,000.00
Dividends Unpaid	1,746.00
Reserved for Taxes, Interest, Depreciation, etc.	25,291.97

COMMERCIAL DEPOSITS, viz.:

Commercial Deposits Subject to Check	\$242,445.79
Cashier's Checks	8,082.53
Time Commercial Certificates of Deposit	308,855.32
Totals	\$559,386.64

SAVINGS DEPOSITS, viz.:

Book Accounts—Subject to Savings By-Laws	\$699,381.61
Certificates of Deposit—Subject to Savings By-Laws	4,474.54
Club Savings Deposits (Xmas, Thrift, etc.)	4,598.10
Totals	\$708,454.25

Bills Payable

Customers' Bonds Deposited with Bank for Safekeeping	17,200.00
Total	\$1,320,078.86

STATE OF MICHIGAN, County of Oakland, ss.

I, Edgar S. Pierce, Cashier of the above named bank do solemnly swear, that the above statement is true to the best of my knowledge and belief and correctly represents the true state of the several matters therein contained, as shown by the books of the bank.

EDGAR S. PIERCE, Cashier.

Subscribed and sworn to before me this 6th day of July, 1926. Hinman G. Nichols, Notary Public. My commission expires July 24, 1928.

CORRECT ATTEST:

HOWARD M. WARNER,
OLIN RUSSELL,
M. B. PIERCE,
Directors.

A Definition
A great man is one who can travel without talking about what he has seen forever after.—Daytona Beach Journal.



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Attorney at Law

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1:30 to 5:30 p. m.
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DETROIT UNITED LINES

Farmington Time Table
Eastern Standard Time

Effective Feb. 1, 1926)
Cars leave Farmington for Detroit at 6:54 a. m.

For Redford at 7:25 a. m., 6:25 a. m., 7:45 a. m. and every hour to 4:45 p. m. and at 6:15 p. m., 6:15 p. m., 7:15 p. m., 8:15 p. m.

Cars leave Farmington Junction for Orchard Lake and Pontiac at 5:35 a. m., 7:10 a. m., 4:50 p. m. and 6:20 p. m. 9:10 a. m. Sunday only.

First car leaves Farmington for Northville at 4:45 a. m., then at 6:15 a. m. and every two hours to 4:15 p. m. and at 6:25 p. m.

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