

The Farmington Enterprise

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EDITORIAL

During the absence of the Editor the Enterprise is being edited by W. N. Miller, former publisher, and Charles Jacobs. Mrs. Erskine Evans is in charge of social news.

PUTTING THE BRAKES ON SPEED

From the dawn of civilization a tendency to "step on it" has marked human progress in its struggle to increase speed in transportation and travel. The demand for accelerated movement was mother to the invention of the wheel with the aid of which early man was able to trundle his load over the earth's surface with more ease and rapidly than was possible with his first vehicular device, the bush drag.

Again man "stepped on it" when he harnessed the horse and the beast to his clumsy cart, which contrivance was by slow stages transformed into the light-running wagon, buggy and coach. From the relatively slow moving horse the fleet-footed steed was bred.

With the advent of the steam engine, electric and gas motors man "stepped on it" with a vengeance, with the result that during the past few years a rate of speed has been reached probably outclassing all terrestrial motion other than that of the earth as it rotates on its axis—and a desperate effort is being made to beat that.

Speed has not furnished unalloyed joy to man for in its wake has been left legions of dead, mangled and maimed.

Now the courts have wisely stepped on the brakes and are demanding that speed be limited to proper time and place. Judge Gillespie of the Oakland County Circuit Court has just granted an injunction prohibiting the use of speed boats on Lake Orion. This action should be followed by a legal enactment prohibiting the speed monster from becoming a veritable nuisance and source of danger on the quiet waters of our inland lakes.

If the speed boat is a dangerous craft in the sea room afforded by Lake Michigan, as was shown by a recent accident off Muskegon harbor in which four lives were sacrificed when a sea sled crashed into a lake boat, what possibilities of horror lie in its operation on small bodies of water where the canoe and row boat find their natural element.

THE LONG UP-GRADE

Those D. U. R. and D. S. R. officials would cut our freight service off pronto with one fell swoop; they would wash their hands of the problem and leave us high and dry like an ark on top of Mt. Sinai. They had planned to discontinue the cars last Friday but after a little consideration of the need of this and other nearby communities out Grand River way, they have decided to haul our cars over their old rails until September 15—and after that what?

Well, boys, this freight situation is considerable of a serious problem. How will carload lots be received here after the D. S. R. lays down its final ukase that it isn't in the freight business?

LIFE'S WAY

Life's way may be hard travel.

Stony paths may seem;

Problems are hard to unravel,

Life may be but a dream.

Trials and cares arise each day.

Hardships all have their place;

"Smile and be happy," let each one say,

Meet trouble with smiling face.

Patience should be your keynote,

In love and duty abide;

Laughter and smiles are ever afloat,

Keep on the sunny side.

—M. Marie Walling.

Seems to me that what the D. S. R. needs most just now and will need every day from now until eternity dawns is money, and if that organization can earn a few extra thousands of dollars a year hauling freight cars in the middle of the night when little or no use of the tracks is required, the thing to do is turn on the juice and haul the load. We must have the freight and the D. S. R. must have the money. Furthermore, it is not a square deal to the firms out along Grand River avenue who have established their businesses that depend upon carload shipments, to practically confiscate these business institutions over night.

Just for instance, what would one of the local lumber and coal companies do with its established trade, built up through many years of earnest endeavor—what will that company do when no more carload shipments are received in its yards? Such a situation would result in losses of thousands of dollars not only to that firm but to many others in a similar position.

Neither do we desire to have freight routed from Northville or elsewhere, resulting in a higher freight rate to local patrons. Hauling a carload of freight from Meyers road to Redford at 50 cents a ton is plenty and this charge should not be increased.

Almost everyone in this community is affected to a greater or less extent by this problem. We do not ask the unreasonable but we do ask that the problem solved by the powers that be so that our established business firms depend upon these carload shipments, may continue their operations without the loss of this service. Conducting a business involving the investment of thousands of dollars has been no child's play these last two years and even now the D. U. R. would knock the business of these firms into a cocked hat and pull down the curtain on a tragedy.

Folks—let's let the world know we demand this freight service. If we sit like dumb-bells on the south side of a sunny hill, we can just expect the world will consider us asleep and act accordingly and that's that.—Redford Record.

MORE HORSES

It is hardly to be expected that so modern a business analyst as Roger Babson would seriously advise people looking for opportunity to go into the business of raising horses. Yet he has just done this very thing.

Horse breeders agree that horses are still needed, and good horses are getting scarce because their breeding has been neglected in the last few years. It will take several years more, one breeder says, to make up the present shortage.

The farmers, it is said, will always need them to supplement the tractor. Cartage companies and some other forms of business still find them useful in the city, and many continue to do so. Horses are increasingly demanded for riding and racing.

Few motorists, however, will grow enthusiastic about any efforts to increase or renew the horse population. Horses are a nuisance on city streets and little better on country roads. They may be crowded out of all but remote backwoods regions, not because they can no longer serve a useful purpose or because the scheme, but because they interfere with mechanical traffic in an age of high speed—Exchange.

'DEVELOPMENT OF ANY BUSINESS HELPS CITY GROW,' SAYS A WRITER

You don't have to go to some other city to buy good merchandise. Your local merchants carry big stocks of seasonable, up-to-date goods. Buy from your home merchants—it helps your city.

Organized effort on behalf of the business men will make better business. Better business builds the city.

The man who succeeds in business is no great wonder. He is only the man who went ahead and got the business while the other fellow sat around and said it could not be done.

The development and expansion of manufacturing, wholesale and retail business of your city means a growing city.—E. R. Waite.

CHURCHES

Methodist Church
Rev. E. F. Dunlavy, Pastor
10:30—Morning worship and sermon.
Anthem by the choir.
Sermon by the pastor, on "The River of Life."
11:50—Sunday School.
Our County Probate Judge said for publication last week that boys and girls who attend Sunday School are never found in our criminal courts.

6:30—Epworth League.
A north-while program for young people.
On Wednesday evening, August 22 we will have our Fourth Quarterly Conference. Rev. Howard A. Field, District Supt. of the Detroit District, will be present and preside. Reports from all the departments of the church are expected at this time.

Baptist Church
Rev. E. W. Palmer, Pastor
10:30—Morning worship. Fred Wilkinson will preach.
11:15—Sunday School.
6:30—Young Peoples Hour.
7:30—Open Air service in Town Park.
A gospel team of young people from Highland Park will conduct the services.

St. Paul's Evangelical Lutheran Church, Clarenceville
(At Switzer Road)
Rev. Paul Graupner, Pastor
9:30—Sunday School.
10:30—Special German service in the interest of the various missions carried on by Mission Synod.
Sermon by Rev. J. M. Kempff, former missionary in India.
3:00—Special English mission service. Sermon by Rev. F. Hensick of Dearborn.

At noon lunch will be served by the ladies on the church lawn. All friends of mission are cordially invited.

Our Lady of Sorrows Church
Rev. E. J. O'Mahoney, Pastor
Sunday masses at 8:30 and 11. Daily mass at 8:00.

Evangelical Church
Rev. A. A. Schoen, Pastor
Eleventh Sunday after Trinity.
English service, 10:15.
Subject: "Sins That Wreck Young Lives."
The young people are especially invited to this service.
Sunday School, 11:15.

West Point Park Church
Geo. E. Gullen, Pastor
10:30—Morning worship and sermon by the pastor.
11:45—Sunday School.

North Farmington Independent Church
Rev. George P. Davey, Pastor
Church services held in the Bond School auditorium evenings only during August.

No Need To Worry



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