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News items are always welcome by this newspaper.

FINDS 45 MILES PER HOUR AVERAGE DRIVING SPEED

The average Michigan motorist operates his car at an average speed of slightly more than 45 miles per hour when driving on open trunkline highways. On country roads he reduces his speed about five miles per hour. Upon entering a city his speed drops to less than 38 miles per hour.

These facts were made known by State Highway Commissioner Murray D. Van Wagoner following preliminary studies of data gathered in a special speed investigation conducted as part of the highway planning survey.

Contrary to popular belief, speed is not indicated as a cause of accidents. Studies of road hitting and the highest average speed and the heaviest traffic volume account for the lowest number of accidents. At the same time, it was indicated that enforcement of speed restrictions above those of the average driver might help to reduce highway accidents.

Strangely enough, fast drivers seem urged to higher speeds in restricted zones than on the open highways. These drivers jump their average speed from 49 miles per hour on the open road to more than 68 miles per hour where the road is posted for a maximum of 45 miles per hour. In 35-mile zones their average speed is 62.2 miles per hour and in 20-mile-an-hour areas their speed jumps to 61 miles per hour.

The average driver tends to stay within speed restrictions above 30 miles an hour. The Commissioner said that this would seem to indicate that motorists will observe speed restrictions which they believe to be reasonable. It would seem that speed restrictions should not be posted which are unreasonable and which the average driver will not observe. It promotes an attitude of disregard for all regulatory signs.

The average speed on the open road for trucks was found to be 36 miles per hour. There is, however, a group of faster trucks operating at speeds in excess of 40 miles per hour.

The survey also reveals that the average speed is highest on Mondays and slowest on Thursdays. There is very little reduction in speed during the dark hours. It is true, however, that the highest average speeds were recorded during the daylight hours.

Commissioner Van Wagoner emphasized that this study was preliminary in nature. "Further analysis may require changes in these original conclusions," he said. "So far, however, the speed study has shown considerable new light on highway problems."

The highway planning survey has been under way for more than a year and is now nearing completion. It involves a thorough analysis of the highway system including a traffic count, road inventory, and financial study. The speed investigation is one of several special studies being conducted in conjunction with the more general phases of the survey. Van Wagoner expects the survey will provide a basis for highway programs for the next 15 to 20 years.

OAKLAND COUNTY NOTES 20 YEARS LAND BANK SERVICE

Oakland county farmers have outstanding \$113,700 in loans on their farms as the result of organization of the Federal Land Bank of St. Paul 20 years ago March 17. The bank's charter was granted March 17, 1917, following many years of study of country life and rural credit problems in this country and Europe. The farm loan act creating the land banks was approved on July 17, 1916.

The basis for this volume of loans is chiefly the national farm loan associations through which land bank loans are made. However, in order to meet the emergency of 1933 congress that year provided for "commissioner" loans by which additional credit could be extended to farmers. The land bank acts as agent of the commissioner in making such loans, the local association assisting. In this county there are 218 farmers who have financed their farms with one or both these types of loan, of whom 151 are association members. Of the total volume of credit shown above, \$265,000 comprises commissioner loans, and \$48,700 land bank loans to members of associations.

Association boundaries do not always follow county lines and in many places the loans in one county may have been made through several different associations. Some associations cover several counties, others are contained entirely in one county. Some counties have 2 or more associations.

The association is a local co-operative with equal membership rights for all, and each member's loan (that is each regular land bank loan) is endorsed by the association. It is through this kind of cooperation, all members being linked together, that it is possible to bring outside money at a low rate of interest into this county. Each association's endorsement is backed up by that of the federal land bank and the doubly endorsed farmers' mortgages thus are used as the basis for bond issues sold throughout the United States, which furnish the loan funds.

HOBBIES DRAW INTEREST AT PTA MEETING

Twenty-eight members attended the West Farmington Parent Teachers association meeting on Monday night, to hear Otto J. Heber of Royal Oak discuss "Home, the Keystone of Character." Another feature of the evening was "Hobby Nite." A display of hobbies was made, the hobbies of the men being conspicuous by their absence.

Mrs. Kobman closed the program with the reading of two sections entitled "Character" and "The Perfect Part." A lunch was served by the social committee.

Super Specials

FOR THIS WEEK

65c Ponds Creams - 39c

35c Groves Bromoquinine 19c

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THE REXALL STORE

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DANCING!

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Powell Feed Store

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Advertising is nothing more than a conversation between yourself and your merchant. He pays for it but it saves you money.

Modern Roads for Modern Days

Four years ago, a young engineer assumed charge of one of the State's most important executive offices at Lansing. Although his exceptional public record in his home county of Oakland had attracted State-wide attention, the fact that the new State Highway Commissioner was only 35 caused some questioning.

But "Pat" Van Wagoner quickly proved the man that Michigan needed for the times. He brought an entirely new, fresh viewpoint, to one of the State's most important departments. In a few years new habits of travel had crept up on road-builders unawares. Motor cars were being built for higher touring speeds, and most people were travelling 50 and 60 miles an hour -- on roads that had been built, and still were being built, for 35.

The new Commissioner's first great contribution to better administration was his immediate realization that constructing 35-mile highways for 50 and 60-mile times was inhuman, short-sighted, and financially wasteful. Within a few months the new viewpoint permeated Michigan's highway department and the entire system was attuned to modern conditions.

Thus Michigan, due to Murray D. Van Wagoner, builds "modern roads for modern days." New roads are constructed wider, safer, more durable. Old death traps by the thousands have been wiped out -- sharp turns eliminated, curves flattened out, hills reduced, and America's finest warning system developed.



Meanwhile, alert to modern business methods as he has been to modern road conditions, Michigan's Highway Commissioner has pioneered in such developments as roadside parks, rest-stations, and road-side tables -- first in America.

Murray D. Van Wagoner, building for Michigan in terms of today and tomorrow, has contributed greatly to the upbuilding of our State.

Michigan needs the continuance of his outstanding services and ability, which will be assured by his reelection at the polls on April 5.

Ending the death toll on the Farmington Cut-off is an outstanding example of the accomplishments of Murray D. Van Wagoner. On this former "Suicide Stretch" inherited by him, and one of the worst in the entire State, study and action by Mr. Van Wagoner has resulted in the fact that IN THE PAST FIVE MONTHS, NOT A SINGLE PERSON HAS BEEN INJURED AND NOT A SERIOUS ACCIDENT HAS OCCURRED on the Cut-off.

(Contributed by friends)

SORENSEN GUERNSEY SETS NEW RECORD

A new record, exceeding the average of the Guernsey breed for her age and class has just been completed by a two and a half year old cow, Bourneville Levia-than's Memorial, 387141, of Farmington, tested and owned by C. E. Sorensen. Her official record supervised by the Michigan State College and announced by the American Guernsey Cattle Club is 11004.6 pounds of milk and 538.5 pounds of butterfat in class F.

LOAN NO. 71101 - D-2292

MORTGAGE SALE

Default has been made in the conditions of a mortgage made by MILLER-STOIM COMPANY, a Michigan corporation, to UNION TRUST COMPANY, a Michigan Corporation, Mortgage, dated December 28, 1925, and recorded on December 31, 1925, in Liber 453 of Mortgages, on pages 342-5, Oakland County Records, Michigan, and assigned by said mortgage to METROPOLITAN LIFE INSURANCE COMPANY, a New York Corporation, by an assignment dated January 20, 1927, and recorded on January 21, 1927, in Liber 439 of Mortgages, on Page 483, Oakland County Records, Michigan, on which mortgage there is claimed to be due at the date hereof the sum of FIFTY THOUSAND EIGHT HUNDRED SEVENTY-FIVE (\$50,875.00) Dollars. Under the power of sale contained in said mortgage and the statute in such case made and provided, notice is hereby given that said mortgage will be foreclosed by a sale of the mortgaged premises, or some part of them, at public vendue, on TUESDAY, June 8, 1937, at 11:00 o'clock A. M., Eastern Standard Time, at the Saginaw Street entrance to the Court House in Pontiac, Michigan. Said premises are situated in Royal Oak, Oakland County, Michigan, and are described as:

Lot 610, of Northwood Subdivision, No. 2, of part of the Southwest quarter of the Southwest quarter of Section 2, T. 1, N. 11, E. Michigan, according to the plat thereof as recorded in Liber 15 of Plats on page 25, Oakland County Records; March 10, 1937.

METROPOLITAN LIFE INSURANCE COMPANY
Bulkyer, Leffler, Dickinson & Wright, Attorneys,
2400 United Nations Bldg., Detroit, Michigan.
March 11-June 3

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