

## LOCALS

Mr. and Mrs. Norman Barrows will attend a Harvest Festival supper at the Pontiac Methodist church, Friday evening.

Mr. and Mrs. H. A. McIntyre entertained at their Sunday night supper guests Mr. and Mrs. John Dick, of Detroit spent Sunday with Mr. and Mrs. Harry Lewis of Redford were Monday luncheon guests of Mr. and Mrs. Clyde Adams.

Sunday guests of Mrs. Emma Damon were Mr. and Mrs. Vernon Smale and son, Mr. and Mrs.

Laurence Maurer and son, and Mrs. Olive Lave all of Detroit.

Mr. and Mrs. Wayne Wagner, formerly of Clarenceville, are receiving congratulations on the birth of a daughter.

Thompson and son Lester of Detroit, Mr. and Mrs. Harry Thornton and son Harry II of Berkeley, and Mr. and Mrs. Warren Banfield of Northville.

Mr. and Mrs. Salder and son Dick, of Detroit spent Sunday with Mr. and Mrs. Youngblood and family.

Mr. and Mrs. Hayward Salow announce the birth of a son, Sunday, October 15. Both mother and son are doing nicely.

Mr. and Mrs. Harry Lewis of Redford and Mr. and Mrs. Clyde Adams were the Saturday lunch guests of Mr. and Mrs. George Hake, of Plymouth.

Mr. and Mrs. Ralph Auten and Mr. and Mrs. Harold Westfall and daughter Diane spent Sunday in Ortonville with Mr. Auten's sister, Mrs. Bill Turabull, who was celebrating her birthday anniversary.

Mrs. Norman Barrows spent Wednesday in Detroit with her mother, Mrs. Rossiter, and her sister, Mrs. James Moore.

Mrs. Pearl Counterman, worthy High Priestess of Trinity Shrine, Mr. and Mrs. Harry Seebald, Mrs. Jessie Power, Mrs. Ada Bond and

## WINTERIZE!

Differential  
Drained, Flushed, and Refilled.  
Transmission  
Drained, Flushed, and Refilled.  
Crankcase  
Drained, Flushed, and Refilled.  
Front Wheels  
Pulled, Lubricated.  
Radiator  
Flushed and Checked.  
Chassis  
Lubricated.  
Battery  
Tested and Refilled

All For  
\$4.99

**Burnett Bros.**  
SINCLAIR PRODUCTS

**Carpet and  
Linoleum Laying**  
Complete Contract Service  
LABOR ESTIMATES GIVEN  
Charles E. Callan  
33309 Shawwassee Ave.  
Farmington Phone 239-J

## LIVE POULTRY

Dressed While You Wait

## SPECIAL!

Stewing Chickens ..... 17c lb  
Roasters ..... 24c lb  
Ducks ..... 20c lb  
Strictly Fresh Eggs ..... 29c doz

GRAND RIVER AT INKSTER

## REDFORD THEATRE

Gd. River & Lahser

FRIDAY, SATURDAY, SUNDAY, MONDAY



—ALSO—

## THE MAN IN THE IRON MASK

LOUIS HAYWARD starring JOAN BENNETT

Take advantage of the Redford Theater-Eastern Michigan Motorbus combination tickets. Combined Theater and round trip bus tickets. Adults 30 cents, children 15 cents. Buses leave Farmington every hour. Shows start at 7 p. m. throughout the week. On Saturdays, Sundays, holidays, continuous shows start at 1:30 p. m.

## PATHFINDER

All THE NEWS  
OF ALL THE WORLD  
Analyzed Explained  
IN  
PATHFINDER  
Every Week  
FROM THE NATION'S CAPITAL

PATHFINDER answers the questions you and your friends are asking with its concise, vivid portrayal of the current scene. Events of national and international significance are fully and impartially covered. Facts, new and old, that add clarity and meaning to the news are honestly injected. The very latest and most interesting news photographs freely illustrate the facts. More than a million readers. Subscribe now to PATHFINDER, the most widely read news magazine.

This Newspaper & PATHFINDER BOTH year Only \$2.25

Mrs. Laura Holloway attended a meeting of the Michigan-Ontario Association, Order of The White Shrine of Jerusalem, in Pontiac, Wednesday.

Mrs. Maurice Seebald and daughter Virginia, were Detroit shoppers, Wednesday.

Fred Humphrey is recuperating at the home of his great aunt, Mrs. Rosemond Tibbitts, on Twelve Mile Road, and expects to be among his friends soon.

Mrs. James Layn spent Monday in Grand Rapids at the Rebekah Assembly.

The Golden Rule Circle of the M. E. Church is entertaining members of the Sunshine Harmony Circle at a costume party at the church parlors, Friday evening, October 27, at eight o'clock. It is not necessary to wear masquerade.

The Bible Class of the Methodist Church will hold a bake sale at Hatton's Hardware store, Saturday, October 28.

Mr. and Mrs. Arthur Lamb and Marietta enjoy a pleasant dinner Monday evening at the home of Mr. and Mrs. Louis White.

Mr. and Mrs. Delores Hamlin and Mr. and Mrs. Howard Oemus spent the week end in Breckenridge, where the men enjoyed hunting the opening day of the season.

Mr. and Mrs. Edgar Smith of Farmington Road entertained several guests from Detroit, Tuesday evening.

Mrs. Marvin Burnett of Edward avenue, was a Detroit caller Tuesday.

As representatives of the Farmington P. T. A. Mrs. F. J. Nash, Mrs. Albert Beals, Mrs. Howard Richards, Mrs. Leo Gamache and Mrs. Warren Joy attended the meeting of the M. E. A. at the Wardell Hotel in Detroit on Thursday.

Mr. and Mrs. John Grace are leaving their home in Clarenceville on October 29, for Texas, where they will spend the winter.

## COMMISSIONERS' PROCEEDINGS

Regular meeting of the City Commission of the City of Farmington held October 10, 1939. Called to order by Mayor Gildemeister at 8:45 p. m.

Commissioners present: Hatton, Oldenburg, Hamlin, Nacker and Bagnall.

Minutes of the regular meeting of September 12 read and approved.

Bills Paid by the City Clerk

Salary expense, September \$48.00  
Labor expense, September \$18.50  
Mayor and Commissioners' salaries, July, Aug., and Sept. 76.00

Fire Department salaries, July, Aug., and Sept. 56.00

Michigan Bell Telephone Co., telephone service 18.00

Detroit Edison Co., light and power 11.97

Howard M. Warner, treasurer, School Dist. No. 5 22.00

Det. school tax 63.00

Gregor and Seebald, sidewalk 15.00

The Farmington State Bank office rent 15.00

Glenn Green, janitor service 15.00

Unpaid Bills

Farmington Enterprise, printing 43.40

G. F. Taft, gravel 20.80

Crane Co., lead pipe 65.17

Farmington Hardware, mds 7.90

Boice Standard Service gasoline 18.50

Clyde Adams, labor 6.00

Olin Russell, repair tractor 15

Otis Jensen, labor 8.40

Doubleday Bros. & Co., blanks, Justice Court 98

The Detroit Edison Co., light and power 413.04

Farmington Lumber Co., building material 187.49

Joe Romanick, labor 1.50

Dickerson Hardware, mds 4.98

Crane Co., water supplies 464.12

Manning & Locklin, gravel 35.67

Earl Vivier, gasoline 1.49

Campbell Bros., gasoline 27.43

Burnett Bros., gasoline 1.58

William Gregor, installing water main 321.50

Bruce Buchanan, Inc., engineering service 26.30

William Gregor, laying sewer 252.00

Carl G. Hogle, building inspector fees 16.00

Motion made by Hatton and supported by Nacker that the bills be paid as read.

Roll Call: Hatton, Oldenburg, Hamlin, Nacker and Bagnall. Carried, All Yeas.

Motion made by Oldenburg and supported by Bagnall that Tuesday and Wednesday, October 24 and 25 be made as clean up days. Carried.

Motion made by Hamlin and supported by Hatton that all fees collected for building permits for each month up until May 1st, 1940, be paid to Carl G. Hogle, Building Inspector.

Roll Call: Hatton, Oldenburg, Hamlin, Nacker and Bagnall. Carried, All Yeas.

Motion made by Oldenburg and supported by Hamlin to rescind

the resolution passed at the regular meeting of the Commission held July 11, 1939, not to issue a license to operate a kennel for dogs, unless at some time in the future the kennel be declared a nuisance.

Carried, All Yeas.

The Commissioners of the City of Farmington voted by ballot to select a new member to serve on the Commission to fill the vacancy created when Howard M. Warner resigned as Mayor and Commissioner Leo P. Gildemeister was appointed mayor.

The following names were presented as candidates for the office: Dr. J. W. Norton and Howard Otis, by E. O. Hatton.

Max Hulett, by Delos Hamlin. Kenneth E. Griffith, by Fred W. Bagnall.

Henry Trombley, by Adolph E. Nacker.

Mayor Gildemeister instructed the clerk to act as teller and prepare the ballots.

Howard Otis receiving a majority of the votes cast on the second ballot was elected to fill the office of Commissioner for the unexpired term.

Mayor Gildemeister changed the committees ordinarily appointed as follows:

Finance and Township Relations, Fred W. Bagnall.

Buildings and Water, Adolph E. Nacker.

Sewer, Streets and Police, Emory O. Hatton.

Lights and Parks, Delos F. Hamlin.

Fire Department and Sidewalks, Harold C. Oldenburg.

Ordinance and Cemetery, Howard Otis.

Motion made by Bagnall and supported by Hatton to adjourn. Carried.

L. F. Gildemeister, Mayor

Harry Moore, Clerk

## Army Recruiting Station Open In Pontiac

Recruiting forces stationed at Pontiac are taking enlistments in the infantry and artillery this week, and the first part of next week. The office will be open 24 hours a day. Under presidential orders the army is to be built up from the present 175,000 to 275,000.

Men between the ages of 18 and 35 years, citizens, healthy and not less than 5 feet 4 inches in height are eligible for the service.

Those who join are likely to travel to training posts in the western and southern parts of the country. Infantry, artillery, medical corps, engineering corps, and special divisions are to be augmented but aviation and cavalry cadets are not to be accepted at this time at Pontiac.

## New U. S. Tree Plantings Supply Sufficient Timber

That the United States is cutting off its forests many times faster than they are being replaced has long been the impression of the average American citizen. With this idea in mind many people have purposely aimed to specify materials other than wood in an effort to display their "American spirit" in conserving our forests. This erroneous public attitude, according to P. A. Hayward, chief of the forest products division of the department of commerce, has done more damage than good since it has aided in weakening the consumption of products produced by what was once America's greatest industry.

As a result thousands of former workers are looking for employment.

Even by making the most extreme assumptions Mr. Hayward states that any shortage of timber for lumber and allied products could be only at some far distant time.

What is more likely is that there will always be sufficient forest in the United States to meet all reasonable needs and that the immediate and pressing problem, according to Hayward, is that of expansion of markets for forest products, as forest resources were largely an economic waste.

Moreover, timber as a national resource is an exception, since it is reproducible. Timber should therefore be considered as a crop, and unless it can be utilized the crop ceases to be an important asset.

Copper for Black Hair

Black hair in animals appears to be due to the presence of copper in the skin which acts as a catalytic agent. The graying of hair of experimental animals has been correlated with lack of this metal in the diet, and in other experiments the pigmentation of hair was restored by including copper in the diet.

Dr. F. F. Gortner, of Delft, Holland, reports that he tried a large number of other metals without obtaining the hair coloration. The Journal of the American Medical Association, in commenting on these experiments, reaches the opinion that copper may be related to the processes of pigment formation in animals.

Whether there is any hope for eliminating the premature graying of hair on human heads must await more extended experimental work.

## Hot Mediterranean Wind Aids in Cork Formation

The wind blows fierce and hot in the Mediterranean during the dry season, and that is why most of the world's cork comes from Portugal, Spain and north Africa.

For the cork trees there, getting the full hot blast, in self-defense the cork bark grows as insulation.

The result is cork, used in linoleum, insulation board, baseball centers, badminton balls, floats, fishing bobbers and life preservers.

Cork is industrially important because it can be compressed like no other solid. A cubic inch, under 14,000 pounds pressure in a press, spreads sideways only a quarter inch.

Remove the pressure and it will regain 85 per cent of its height. The secret is in its remarkable cellular structure, which makes cork different from most other fibrous vegetable material.

The cells of cork are built in the form of 14 cells surrounding one cell. Each cell is filled with air, and the thin walls are cemented together with natural gum or resin.

A cubic inch of cork has about 300,000,000 such cells. Compress cork, and the air in the cells is forced out.

Because of the air, cork is light. Because of the sealing between each cell, cork does not transfer heat, so is good for insulating and soundproofing; because it is resilient, it minimizes vibration, hence it is useful in machinery.

In 20 years a cork tree has an outer bark an inch thick. It cannot be stripped again for nine years.

The quality improves with each stripping, and the average tree is good for 14 stripplings, nine years apart.

## Modern Beach Footwear Designed by Japanese

From the south of France has spread to Miami beach and Malibu a fashion of footwear with lightweight soles three inches thick to keep the feet off the hot sands.

A new vogue in the West, it is centuries old in Japan. The gets, as Japan's stilted clog is called, dates back to the eighth century in illustration and soundproofing; because it is resilient, it minimizes vibration, hence it is useful in machinery.

Nowadays it takes a big shop to contain anything like a fair selection of the many kinds of gets. The fine-weather gets, called koma-gets, is carved from a single block of wood, and for sole and heel has two thick, square supports called ha ("teeth").

Taka-gets ("high") gets have thin wood insoles to make the wearer appear taller. These are for bad weather. Then for small girls are pokkuri (also called koppel). These, as is implied by the very sound of their names, make a sound like a trotting horse as the child runs along the sidewalk.

A gets has two straps, which radiate from a peg between the big toe and its neighbor to two points on either side of the heel. This calls for the sort of sock worn by the sandaled races of north Africa and for socks and hosiery in the United States by health concerns—that is, one that has a separate compartment for the big toe. These socks, called tabi, may be of cotton, wool, silk or other material, are ankle high only, and are worn by persons of either sex.

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

Nothing Down. 36 Months to Pay

**Farmington Lumber and Coal Co.**

Phone 20 Farmington

## HIGHWAY DEPT. PUSHES SECONDARY ROAD PLANS

Preliminary determination of a secondary road system for Michigan was announced this week by the state highway department.

State Highway Commissioner Murray D. Van Wagoner told a meeting of northern Michigan Road Commissioners at Traverse City, that the highway planning division had tentatively determined a system involving nearly 5,000 miles of state and county roads.

The commissioner explained that the determination of this system was in accordance with Federal legislation making funds available for secondary road improvement.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in the regular Federal Aid system and the remaining 55 per cent is county roads.

Under Federal regulations, Michigan is entitled to a total mileage in the secondary system equal to ten per cent of the total mileage of roads in the state. This would place the mileage at about 9,000 miles.

The department is not setting up the entire mileage available at the present time to permit additions as the need may arise. Of the approximately 6,000 miles now determined about 45 per cent is made up of secondary state trunklines not included in