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	1	. E. Lord, Ed er year, in	tor ;		Pierce,	Magazine, Mrs. E. S., .		\$1.00 \$1.00 \$1.00	l
	Published Fr	day of each	V éek a	nd en-	Prinde	, Helen, l, Mrs. D. R.		\$1.00	ļ
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1.00 1.00	Coe, Mrs. Bert,         \$1.00           Graham, Mrs. Thomas,         \$1.00           Wolcott, Mrs. Homer,         \$1.00           Walker, Mr. & Mrs. Wm.,         \$1.00	
1.00	Wolcott, Mrs. Homer, \$1.00 Walker, Mr. & Mrs. Wm., \$1.00 Magazine, \$1.00 (Graham, Mrs. Jay, \$1.00	١
1.00	Magazine, \$1.00 Magazine, \$1.00 Graham, Mrs. Jay, \$1.00 Total Membership, 10 Total Magazine Subscribers, 1	ı
\$1.00 \$1.00 \$1.00	Total Magazine Subscribers,1	ļ
1.00	Red Cross Membership taken in Fairview District, Farmington, Blanchard, E. B., \$1.00 Johnson, Mrs. J. H., \$1.00 Janett, Irene, \$1.00 Harger, Mrs. Clark, \$1.00 Magazine, \$1.00	
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\$1.00	Total Membership, b.	
1.00	LOOK TO SARDINIA FOR CORK	
\$1.00 \$1.00	World Turning to That Island for Pro-	
1.00	duction of Material So Much in Demand.	
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1.00	Cork has probably passed clive oil as the leading export of Sardinia, and Commercial Attache A. P. Denois states that recent production has been so stimulated that a large factory at Templo is quadrupling its capacity.	
1.00	states that recent production has been so stimulated that a large factory at	
1.00	so atmulated that a large factory at Templo is quadrupling its capacity. The bark is attipped from the tree once in tone fears. At the Templo factory the dried bark is first into roughly steamed and flattened out by bydraulic pressure; it then remains in piles about 30 idays, when it is taken out covered with the model, and is carefully scraped on both sides and cut into wildlaw avering according to the lengths of the corr stoppers desired. The stripe are cut by hand into cubes, a process requiring highly skill-side. The piles out defective pieces. The corks have been rounded and tapered by, high-speed cutting, machines, but a new shraster process is claimed to reduce	
1.00 1.00	once in ulne years. At the Templo factory the dried bark is first thor-	
1.00 1.00	oughly steamed and flattened out by hydraulic pressure; it then remains in	
1.00	out covered with blue mold, and is	
1.00 1.00	cut into widths varying according to.	
1.00	sired. The strips are cut by hand into	
1.00	ed labor, with much care in picking	
1.00	been rounded and tapered by high-	
1.00	abrasive process is claimed to reduce	
1.00	abraive process is claimed to reduce the waste of this finishing from 20 to 80 per cent. Before the war the fine dust sold in Germany for unknown use for about \$80 a ton. At Terranovs the core is differently utilized, the best being baied in sheets for abip yound not good the property of the provided of the provided of the provided and specially surface for walls and floor coverings. The war demand was for cost tench	
1.00	use for about \$90 a ton. At Terranova	
1.00	best being baled in sheets for ship- ment, while the inferior is coarsely.	
1.00	ground and used with a magnesium surface for walls and floor coverings.	
1.00	mattresses, which were both light and	
1.00	afforded protection from cold and moisture.	
1.00	MOTOR CARS ON STAGE LINE	
1.00	Old Four-In-Hand Vehicles on Nevada	
1.00	Roadways Succumb to March	
1.00	of Improvement.	
51.00	Stage lines in Nevada have aban- doned the time-honoored four-in-hands of horses in favor of high-powered motor busses.	i
1.00	of horses in favor of high-powered motor busses.	

## AGE LINE

of horses in two of high-powered motor busses.

Daily, with checklike precision, these big can pound along the 100 miles of sun-biften aiklail rondway carrying passengiers and mall. In much less time and far greater comfort the ranchers and business men of today speed over the same roads where once artified the four-in-hand stange, slow, joilty and not at all certain of reaching its destination.

joity and not at all certain or reacting its destination.

The cost of transportation by major bus compares anyonably with operating expenses of the horse stage. The proprietors of the lines are thorough business men and can tell to the penny the gasoline mileage of every car, the oil consumption and just how much serv-ice is obtained from tires.—San Fran-cisco Bullettn.

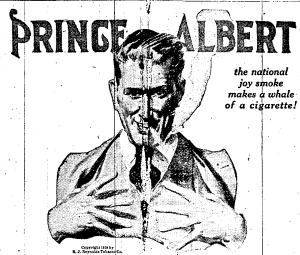
Land Reclamation Scheme.

Land Reclamation Scheme.

The British board of agriculture has inaugurated a scheme for the reclamation of land on the Lincolnies of the reclamation of land on the Lincolnies of the scheme to the land of land on the Lincolnies of the schemes. The work is freshon, near Boston (Lincolnish) commencing at the Wainfeet end, and by this means it is hoped to recover about 12,000 acress. The work is in charge of a resident engineer in Wainfeet and will employ a large number of men, who will be selected from demobilized soldiers and saltors, and thus obviate the taking away of short from agriculture. It is said that in the middle of the last century a reclaration scheme was started, and it was then estimated that a sufficiently large area would be redeemed from the Waish to form a new English county. The enterprise was abundoned, but experts have always maintained its praticalstilly, which is now in the course of being tested.

Saw George Ellot's Ghost.
The death of Mrs. Katherine Macquoid, the veleran novellat, at the great age of ninety-three, severa sancher of the few remaining links with the error than the same than th

\$3.00 and once any the famous writer in a \$1.00 When George Ellot went to live at \$1.00 to the control of the c



TOU certainly get yours when you lay your smokecards on the table, VOU certainly act yours when you may you may not not seem, call for a tidy red tin or a toppy red bag of Prince Albert and roll a makin's cigarette! You'll want to hire a statistical bureau to keep count of your smokestunis! Why, you never dreamed of the sport that lies awaiting your call in a home rolled cigarette when it's P. A. for the

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Farmington

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Farmington Time Table
(Eastern Standard Time)
(Cars leave Farmington Junction
for Detroit at 4:45 s. m., 5:15 s. m.,
5:45 s. m., and 6:40 a. m., and leave
Farmington and 6:40 a. m., and leave
Farmington for Detroit at 6:08
a.m., 6:38 j. m., 7:48 s. m., and hrly
(b. 5:48 p. m., (also 9:53 p. m., 10:53
p. m., (to Junction only 12:53 a. m.)
(Cars leave Farmington Junction
for Orchard Lake and Pontine at
5:45 a. m. 6:15: a. m., 6:50 p. m., 6:00 p.
m., 6:55 p. m., 7:55 p. m., 8:55 p. m.,
10:506 pm., 7:55 p. m., 8:55 p. m.,
10:506 pm., 7:55 p. m., 8:55 p. m.,
10:506 pm., 7:55 pm., 6:00 p.
Firmington at 6:03 a. m.; thereafter ars leave Farmington Junction for Northville at 6:00 a. m.;
10:50 a. m., and hourly
thereafter until 5:00 p. m., 6:05 p.
m., 7:30 p. m., 8:00 p. m., 9:00 p.
m.
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Oliciannel during the day is bad enough. The neking and sire, weakens and debilitates the system. When you add the loss of the nervine dark, the Irritation and annayane of wakeful nights, to kly "weeks out" the sufferer, and he or abe is in no control to ward off attacked of more erious sickness. Prompt seps should be taken to check coughing at night out only for the sake of the sufficied one, tut for the comfort health of the other members of the family.

and nealth of the other members of the family.

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Foley's lioney and Tar Compound brings relief from day or night coughs, whether the result of old or larging brouchist affection, spasmodic croup or whooping cough.

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me due the first of December, and a we received notice a few days ago of an almost double advance in the price of the white paper upon which the Enterprise is printed, it will be impossible to carry them for long. Will you be prompt? We will appreciate it and shank you.

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