

No. 151 F. & A. M.
Regular meetings
on Saturday nights
on or before the full
of the moon.

The Farmington Enterprise Co.
Wales C. Martindale—President
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GOOD ROADS

"Means of rapid and easy communication have done more for the advancement of civilization than any other agency except the printing press"—this sentence from the great historian Macaulay was emblazoned on one of the main columns that flanked the main entrance of the "Transportation Building" at the World's Fair, Chicago. "The locomotive has pushed civilization a century ahead" might have been on the other column.

"Except the printing press?" Even this exception has been challenged—and that by a master printer. Without the blazed trail, the bridge-path, the dirt road, the plant and gravel, the cement, the railroad and trolley—the printing press itself is shorn of its magical power; for without good roads how could paper be gotten—how news be obtained—how the printed sheet be distributed? Even the power of the press is dependent upon good roads!

The builders of the Roman Empire, that solid fabric of human greatness, saw at the outset that good roads were the foremost condition of a strong, enduring and stable state. The famous Roman roads challenge our attention for a moment. Some of those roads built more than two thousand years ago, are in perfect preservation today—and have been used during all the intervening centuries. How were they constructed?

The Macadam road is a sort of revival of the old Roman road. The most durable of those ancient highways, the Appian Way, famous in 597, was built of large stones in great blocks, and these massive foundation stones were laid first, then smaller ones, till the top was reached, where stones about the size of an egg were made into a dressing. The road was "tamped," that is, ridged in the middle, so as to insure drainage. But this form of construction did more, it formed a natural arch, relieved themselves, and let the wonder—a solid stone resulted. This new bed of lava has defied the lapse of time and the ravages of barbarous force. The arch is particularly a Roman product—characterizes all their architecture—it is the one form of construction that lasts as long as the material that composes it. The higher center gives the one indispensable element—drainage. When in the Dark Ages the northern barbarians came upon these mighty highways, they who knew nothing better than a dirt road, exclaimed: "There were built by the great race before the Flood! Well, they might have been!"

Their means of communication with the conquered lands of the Roman Empire were essential for the strength and stability of the State. When the conquered people were rebellious or mutinous, or even restless, then a Roman courier, on horseback, with relays of fresh horses at intervals of twenty and thirty miles were sent with dispatches. This in a few days at most—because of the open road—news from the remotest rim of the empire came to Rome—the four spoke to the heart—in the language of feeling—and what resulted?

The invincible and terrifying Roman Legions, with the invincible Roman short sword—were on their way over those unintermittible roads—and before the rebellious subject could take second thought, the Roman soldiery was at the door. This possibility gave a Roman "Peace to the ancient world. The first portions of the earth to fall before the prowess of the men of the Eternal City were Britain and India. These were the first to fall away. Why? Though Caesar conquered Britain—it was soon lost—there was no road over the English channel. In the far east, the roads were too long to travel, and too difficult to maintain in repair, and so the far east soon fell away—Imperial Rome could not enforce her will and power. To parody a line from Byron "While the good roads last, Rome shall last; when the good roads depart, Rome's power shall depart; when the good roads are gone, then Rome shall fall! No Nation can outlive its good roads."

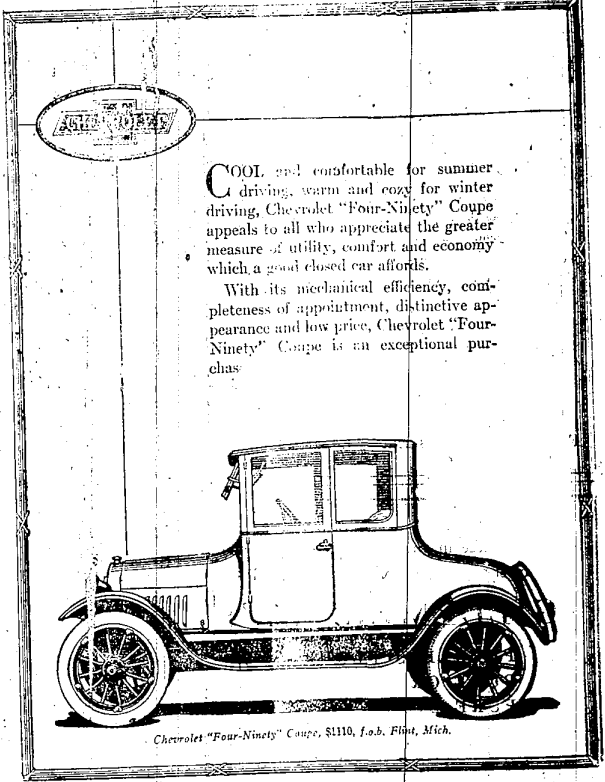
(Continued from Page 2).

10	753	Wm. Voss	7.15
15	754	Walter Arnold	75.00
Feb.	No.		
14	755	Walter Arnold	75.00
14	757	Park Garage	4.04
14	758	Farmington Hdwe Co.	6.69
14	761	E. S. Grace	7.25
14	762	The Ohio Rubber Co.	80.00
14	763	J. H. Shurts Co.	2.38
14	764	Farmington Lbr. & Coal Co.	70.30
14	765	Ford Sales & Service	1.70
14	766	Geo. Cook	1.75
14	769	Farmington Enterprise	18.70
14	770	Detroit Edison	160.50
		Total	\$23,981.59

DISBURSEMENTS—Water Fund.

1920	No.		
Mar.	9	445 National Refining Co.	4.50
	13	465 Detroit Edison	43.76
Apr.	No.		
	8	470 Detroit Edison	54.95
	8	491 D. U. R.	1.65
	8	492 H. Mueller Mfg. Co.	74.70
	8	493 Miller Seldon Electrical Co.	234.00
	14	495 H. Oldenburg	70.00
	14	496 H. W. Lee	70.00
	17	498 Sam Locke	25.00
May	No.		
	1	501 Sam Locke	34.45
	8	508 American R. R. Express	.86
	8	509 A. Harveys Sons Mfg. Co.	75.47
	8	510 Pittsburg Meter Co.	230.25
	8	513 Detroit Edison	317.53
	8	514 H. Mueller Mfg. Co.	38.88
	17	518 Sam Locke	27.30
June	No.		
	2	523 Sam Locke	45.50
	2	524 Walter Arnold	17.47
	16	527 D. U. R.	2.73
	16	535 Central Foundry Co.	192.76
	16	536 K. Anderson Co.	69.05
	16	539 Detroit Edison	54.24
	17	542 Sam Locke	22.75
July	No.		
	9	563 Sam Locke	46.80
	15	567 National Refining Co.	4.00
	15	568 Bert Simpson	2.00
	15	571 Detroit Edison	123.52
	15	579 A. Harveys Sons Mfg. Co.	56.02
	15	584 Walter Arnold	6.55
	31	589 Sam Locke	52.00
Aug.	No.		
	7	591 D. U. R.	1.42
	7	595 B. E. Taylor	5.90
	7	596 H. Mueller Mfg. Co.	124.49
	7	603 American R. R. Express	.92
	7	604 Fred M. Warner	444.00
	9	609 Waterous Fire Engine Co.	6.00
	9	609 Detroit Edison	56.81
	16	611 Sam Locke	13.00
Sept.	No.		
	10	620 Chas. Ely	1,649.40
	11	622 F. H. Nichols	3.25
	11	628 W. S. Darler & Co.	90.00
	11	630 Farmington Hdwe. Co.	40.26
	11	635 A. Harveys Sons Mfg. Co.	148.50
	17	642 Sam Locke	19.50
	22	645 H. Shobridge	35.75
Oct.	No.		
	2	647 Sam Locke	25.00
	9	651 A. Harveys Sons Mfg. Co.	33.77
	9	652 D. U. R.	.52
	9	658 Detroit Edison	51.33
	9	659 H. J. Goers	25.00
	16	663 Sam Locke	52.00

(Continued on Page 3).



COOL and comfortable for summer driving, warm and cozy for winter driving, Chevrolet "Four-Ninety" Coupe appeals to all who appreciate the greater measure of utility, comfort and economy which a good closed car affords.

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Wm. F. GOERS, Agent
LAKE DRIVE GARAGE
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PHONE 31-F-3. FARMINGTON, MICH.

Order for Publication—Appointment of Administrator.
STATE OF MICHIGAN
The Probate Court for the County of Oakland.
At a session of said Court, held at the Probate office in the city of Pontiac, in said County, on the 15th day of March, A. D. 1921.
Present: Hon. Ross Stockwell, Judge of Probate.
In the matter of the estate of

OSCAR W. SMITH, Deceased.
Myrtle E. Tredway having filed in said court a petition praying that the administration de bonis non with will annexed of said estate be granted to John H. Thayer, or to some other suitable person, It is ordered, That the 11th day of April A. D. 1921, at eight o'clock in the forenoon at said probate office, be and is hereby appointed for hearing said petition;

It is further ordered, That public notice thereof be given by publication of a copy of this order, once each week for three successive weeks previous to said day of hearing, in the Farmington Enterprise, a newspaper printed and circulated in said county.
ROSS STOCKWELL,
Judge of Probate.
A true copy. Dan A. McGaffey,
Register of Probate.

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Clarenceville

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Bread, Large Loaf,	:	:	:	10c
Corn Flakes	:	:	:	10c
Queen Anne Soap	:	:	:	3c a Bar
P. G. or Fels Naptha Soap	:	:	:	6c a Bar
Crackers	:	:	:	16c Pound
Crisco	:	:	:	21c Pound
5lb Sack of Columbus Flour	:	:	:	33c
Tomatoes	:	:	:	10c Can
Peanuts	:	:	:	15c Pound
Bologna	:	:	:	15c Pound
Frankforts	:	:	:	20c Pound
Pork Sausage	:	:	:	22c and 25c Pound
Jello	:	:	:	10c Package
Veal Loaf	:	:	:	25c Pound
Ginger Snaps	:	:	:	20c Pound
Nut Oléo	:	:	:	26c Pound

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