

Common Folks

The same thing is true of common folks that Abe Lincoln said about poor folks. He said: "The Lord evidently loves them or he wouldn't have made to many of them."

Well, like good, everyday, plain, honest people. Many folks who attempt to "put on airs" are not the equal of the plain, unassuming sort. We are all pretty much alike under the skin. The fellow who gets to holding his head too high, often takes a tumble. Our bank is a people's bank where all receive courteous treatment, no matter what their station in life.

BANK
WITH
US

**PEOPLES STATE
BANK OF
FARMINGTON**
THEir GOOD SERVICE IS BUILDING

WE PAY
4%
INTEREST

STRAWBERRIES

are now plentiful and cheap enough for canning. We have a fresh supply every morning.

We can now supply you with Pineapple—String Beans—Home Grown Asparagus—Cucumbers—new Potatoes and all the other good things we always have.

FANCY GROCERIES

"Courteous Service."

FARMER'S

FRUIT & VEGETABLE STORE

MODERN CLEANING (ELECTRIC)

Old-fashioned cleaning day, with its upset rooms, its tiresome rug beating and sweeping is a task all women shun. Modern housecleaning—with the Electric Vacuum Cleaner—is simple and pleasant. Rugs, carpets, draperies, curtains, and upholstered furniture are cleaned with a new degree of thoroughness without moving them from their usual place. And it is sanitary because there is no scattered, germ-laden dust, as with other cleaning methods.

THE DETROIT EDISON CO.

MOVIES

Tuesday
Evening... **MAY 30**
8:00 o'clock

"BROTHERS DIVIDED"

FRANK KEENAN

THE METHODIST COMMUNITY HALL
Farmington, Michigan.

PONTIAC
**Commercial & Savings
BANK**
Capital, Surplus and Profits Over
\$1,000,000.00
Resources \$12,000,000.00

This Bank is large enough to afford every facility for Service, and small enough to give each Customer Individual and Personal Attention.

The Bank of Personal Service.

Cramer Smith, President.
O. J. Beaudette, Vice-President.
A. A. Corwin, Vice-President.
C. E. Waldo, Vice-President.
C. J. Merz, Vice-President.
F. A. VanVogener, Cashier.
B. J. Greer, Asst. Cashier.
A. G. Nichol, Asst. Cashier.

**Farmington
Creamery
Butter**

Pure Pasturized

MILK and CREAM

Made by the
FARMINGTON DAIRY
Joe Himmelsbach
Prop.

Local News

Mr. J. W. Lathrup is sick with pneumonia.

Mrs. Allie Phelps was a Pontiac business caller Wednesday.

Mrs. Anna Cook spent Thursday with her sister, Mrs. John Harlan.

Mrs. John Harlan and Miss Helen Bradley spent Friday in Detroit.

Mrs. Florence Bachelor spent last week with her son Frank and family.

Earle Peck and children called on their aunt, Mrs. Mina Smith Sunday.

Mr. and Mrs. Lane of Detroit, called at the F. Bradley home Sunday.

Mr. and Mrs. Olin Russell and family visited her parents at Howell Sunday.

Born, Sunday May 21st, to Mr. and Mrs. J. C. Clark, a fine baby girl, Janis Maxine.

Mrs. Mosher of Pontiac, spent the week-end with Mr. and Mrs. Frank Bradley.

Miss Emily Butterfield and friends of Detroit, were in Ann Arbor Wednesday.

Mr. and Mrs. Cecil Kellogg and baby, Wanda, spent Sunday evening in Farmville.

Forest Green entertained a number of young people at his home Friday evening.

Mr. and Mrs. C. W. Wilber drove to Ann Arbor Sunday and spent the day with cousins.

Mr. and Mrs. John Hagerman of Detroit, were Sunday callers at the home of Herman Riddle.

Mrs. Libbie Hatten of Detroit, spent Saturday and Sunday with friends and relatives in town.

Mrs. Russell Tuttle and son, Billie, of Detroit, visited her mother, Mrs. Millard, Tuesday.

Mrs. Cecil Kellogg and baby, and Mrs. Leon Green motored to Plymouth Tuesday afternoon.

Albin, Agnes and Kenata Meyers attended a surprise party for Alice Grime Saturday evening.

Mr. and Mrs. M. E. Wortler of Detroit, visited at the home of Mr. and Mrs. Herman Riddle Tuesday.

Miss Ernestine Pierce accompanied Miss Faith Katz to Kingsville to spend the week-end with friends.

Miss Addie Dingman of Northville, is visiting Miss Minnie Toomey and Mrs. V. G. Lockwood this week.

Quite a number of the ladies of the W. H. M. S. attended at district meeting at Wyandotte Thursday and Friday.

Mr. and Mrs. A. Ede and Mr. and Mrs. R. Nitzell of Detroit, were Sunday visitors at the home of Mr. and Mrs. Frank Smith at the greenhouse.

Mrs. Mary Hatten who has been spending two weeks with her grand daughter, Mrs. John Melow, returned to the home of her daughter, Mrs. Charles Ely.

Mr. and Mrs. Jack Frantz and two children of Detroit, Nellie McHugh and Mary Foley of Pontiac visited Clyde McDermott and Minnie Toomey Sunday.

Mrs. J. Pett, who has been spending the winter with her daughter, Mrs. Frank Smith left Wednesday for a two week's visit with her grandchildren in Jackson.

Guests at the Auten home Sunday were Mrs. Auten's parents, Mr. and Mrs. Oscar Brandt of Ortonville, her sister, Mable Brandt of Detroit and her sister, Mrs. Roy Young and family of Orion.

Of Beauty and Glorious.
"Shakespeare's most famous poem," wrote a schoolboy, "was 'Venus and Adonis.'"—Boston Transcript.

To Be Good Readers.
Well, gentlemen, whatever you may think of these historical points, the clearest and most important duty lies on every one of you to be as diligent in your reading. Learn to be good readers—which is perhaps a more difficult thing than you imagine. Learn to be discriminative in your reading; to read faithfully and with your best attention, all kinds of things which you have a real interest in, a real, not an imaginary, and which you are engaged in.

Kipling Was Right.
A New Jersey householder, set upon by bandits, lifted up his voice in a wild wail for his wife. The wife appeared, a trying pan in one hand and a rolling pin in the other. The bandits caught sight of her and ineffectually fled. Thus is Mr. Kipling's observation of the true deadliness of the sexes, fully vindicated. A woman scorned is, we are told by still another poet, beyond all the furies to be found in a vicinity abounding in furies. But a woman defending her husband's pay envelope is still more to be feared.

In Memory of Southern Women.
The Confederate Memorial at Arlington is especially in memory of the women of the South and it symbolizes the deep reverence which the people of the South feel for those who at home during the long struggle bore so heavy a burden of sorrow and suffering and sacrifice. It embodies an inspiring sentiment, which appeals to the national feeling, regardless of the fact that the statue is the product of the enterprise of the Confederate veterans.

The Unknown



It is a common weakness of humanity to ask the questions that can never be answered in this life. Probably none to whom the drama of the Unknown Soldier has been applied, would wonder who, in the sunshine of earth, was the brave soldier of the ceremony. A fighter from the Penobscot? An orchardist from the Pacific coast? A well driller from Texas? A machinist from Connecticut? A lad who left his home to rush among the Missouri corns? A lone shoreman from New England? Perhaps some youth from his own Virginia. All that the artist tells us of him is that he died in battle. All that the heart tells is that "some woman loved him. More than that no man shall learn. In this mystery, as in the middle of the universe, the wise wonder but they wonder not to know. At his hither gathered the most remarkable group that America has seen. And the tomb of each Fate reserved for him is, that of the narrow cell on the village of Littleton, as lasting as that of Bonaparte and as inspiring as Napoleon's.

The Army Victorious



Their flying banners are the winds that blow.
Their martial music is the song of night;
For laurel garlands there are wreaths of stars.
The cleansing moon upon its western flight
Pours out its golden flood across the fields
Where hosts illustrate, waiting, lie at rest;
Where crosses standing in long, whitened rows
Cast shadows of the cross on Calvary's crest.
On rusty plates they gave their lives in faith.
"As He who bore the cross, the crown of thorns,
Now, silently they stand within God's house."
Reverend and through their sturdy faith reborn.
No haubts given by a making in pomp
Adorn their breasts, but on each helmeted head
A crown—the laurel of eternal life—
Marks these the victors, the triumphant dead.
—Whitlaw Saunders in the Kansas City Star.

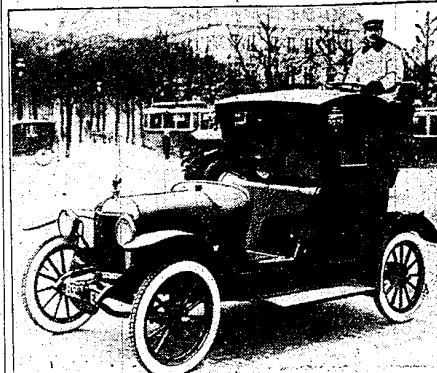
The Patriot Dead



This scene of the Miss America decorating the graves of our heroes who sleep in the national cemetery at Arlington, Va., will be duplicated on Memorial day all over the country.

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FRENCH MOTOR CAB IS ARTISTIC AND BECOMING POPULAR IN PARIS



A rather novel idea on the style of the old London hansom cab has been seen in Paris and is becoming very popular owing to its very handsome and artistic style. The occupants can enjoy absolute freedom of vision. The steering of the vehicle is controlled from the top of the chauffeur's seat. Motor car manufacturers in Paris are quite interested in this first model, which is destined to change the design of Paris auto vehicles.

SELF-COMMENCER WON'T COMMENCE

One Human Characteristic of Engines Is That They Assume the Airs of Arrogance.

INSTRUCTION BOOK IS HELP

Many Ills May Be the Lot of a Self-Starter and a Careful Examination Should Be Made to Locate Source of Trouble.

This is the age of push buttons. You push a button when you want to eat or drink. You push a button no bigger than a dime and a sixty horsepower engine starts into action.

But—have you ever noticed the look of blank astonishment that registers on the face of a motorist who closes his sedan door, lights his cigar and with an air of "let's go!" pushes the magic button that doesn't tug? Has it ever happened to you?

Fortunately, however, the motorist whose self-commencer won't commence merely finds himself in the same position as a man who has missed the last train and then discovers he can reach his destination by "looting it."

One human characteristic of motor engines is that they assume airs of aristocratic arrogance, writes B. W. Cooke, president of the Coyne Trade and Engineering school, in an exchange. All this leads us to the interesting observation that when a starter—the electric kind—attends strictly to business, it is a thing of beauty and a joy-forever. When it balks it is everything frowned upon by the reformers.

Would Make Things Easy.
Most automotive writers are of a decidedly altruistic frame of mind and anxious to make things easy for the motorist. States one: "To start an en-

gine when the self-starter fails, jack up the rear wheel, set the gear lever in high and spin the rear wheel. Just like that... I don't know this writer, and I wish him no harm, but I'd like to see him do the trick.

To turn an engine over against its own compression is not easily performed, outside of the movies. Follows like Charlie Chaplin and Jack Dempsey get away with it—in the movies—but you and I—got to try some other expedient more likely to bring us in smelling distance of something to eat.

In dealing with a gullible starting mechanism one scheme, to my mind, has never produced serious results. And that is to examine things in an attempt to discover what is wrong. A battery terminal may be loose and missing actual contact, or a battery terminal and wire may have become divorced.

Carbon dust worn off the brushes of the starting motor may have caused a ground or short circuit between the brush holders; dirt, oil, grease may be where they will do the worst harm; the silent-drive chain may be broken, or the gear engaging the flywheel rim has failed to slip into its allotted place; the starter switch may be out of order; the starter's wire and master, the battery, may have gone wrong; insulation may be cut or rubbed off somewhere so that an excessive amount of current is diverted instead of reaching the starting motor.

Ignorance of Electricity.
Many times I have been asked to look over a car to find that the trouble was one of the simplest. The average driver knows nothing about electricity, as applied to the automobile, and so is unable to tell when the ignition and starting systems are functioning properly. When something does happen he is "out of luck." The instruction book is a great help, and it should be conscientiously studied by the car owner.

We pay the piper for having dived through the season with a starting system in which we have given the same amount of careful attention, we usually none at all, except to kick about it when we hold to pay the bills.

AVOID MUCH TRAFFIC ON AUTOMOBILE TRIP

Census Shows Tuesday or Wednesday as Best Days.

Survey Made by Bureau of Public Roads on One of Most Traveled Highways in United States—Start Early in Morning.

If you are going on an automobile trip and want to avoid all possible traffic you should go on Tuesday or Wednesday. Such is the conclusion reached from a study of a traffic census taken recently by the bureau of public roads, United States Department of Agriculture, on one of the most traveled roads in the United States. If you want to go at an hour when there will be the least traffic, start between 2 and 3 o'clock in the morning.

Traffic increases in amount steadily from Wednesday to Saturday, the census shows, and then jumps into big volume on Sunday. The volume on Sunday is about twice that on Tuesday or Wednesday. On Monday there is a decided drop from the Sunday figures and on Tuesday the lowest ebbs is reached.

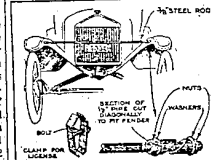
There is less traffic on the road between 2 and 3 o'clock in the morning than at any other time of day. From 3 o'clock to 5 there is a slight increase; then a steady climb until 11. Between 11 o'clock and 1 there is a slight drop, and then an increase again until the peak is reached between 2 and 3. After 3 o'clock traffic drops slightly until 7 when the decrease becomes more pronounced. By midnight traffic has almost reached its lowest point.

Ninety per cent of the day's traffic, the census shows, rolls over the road between 7 a. m. and 9 p. m., and 92 per cent between 1 p. m. and 8 p. m.

BRACE HOLDS FENDERS RIGID

Device Illustrated Will Help Materially to Reduce Objectionable Rattling.

A great deal of the noise set up by light automobiles is the result of rattling fenders, which, even at moderate speed, make a horn so much excess weight. The drawing shows a fender brace that not only holds the fenders rigid but forms a convenient support



Braces for Front and Rear Fenders of Light Automobiles Help to Reduce the Objectionable Noise of Rattling Sheet Iron.

for the license plate. A piece of three-eighths-inch steel rod is threaded, for several inches, on each end and attached through holes cut in the fenders, by means of nuts, washers, and pipe wedges, which are screwed up tight against both sides of the fenders, as shown in the drawing. Similar braces may be fitted to the rear fenders. Small metal clips, formed from one-eighth or three-eighths-inch sheet metal and held together with stove bolts, are used for clamping the license plate to the brace.—Popular Mechanics Magazine.

Swat 'Em.
"Road hogs" in motor vehicles and "jay walkers" on highways are the two worst enemies of automobilists.