

The Farmington Enterprise W. N. MILLER, Publisher. Published Friday of each week and entered at the Post Office at Farmington, Oakland Co., Mich., as second class mail matter. Subscription Price. One year in the U. S. \$1.50 FRIDAY, MAY 23, 1924.

GARDEN SEED STATESMEN: At an expense of nearly \$400,000 annually this government is furnishing its congressmen with garden seed which is sent by them free through the mails to their constituents. This practice is condemned by farm bureaus and farmers' organizations throughout the country yet these petty politicians persist in the practice.

It is not at all strange that President Coolidge is having a hard time putting through a policy of retrenchment in governmental expenditures with a congress composed of 50 per cent small fry, who have no other thought than grabbing mileage, compensation for clerk hire, garden seed, stationery and everything that can be gotten hold of.

With about \$12 of every hundred dollar income going to pay local, county, state and national taxes it is about time that the taxpayer awoke to the fact that the present is the proper time to inaugurate a policy of retrenchment. It is a policy that can not, however, be put in practice until the voters look more carefully to the calibre of the men they send to congress. Michigan has a few representatives in congress who appear to possess ability and character, but as a whole they are a sorry lot. Michigan is not an exception in this respect.

MOTHER NECESSITY BUSY. Necessity, the mother of invention, is having a tough time just now in attempting to produce means by which a five room bungalow can be erected at a cost somewhere within the reach of the ordinary individual. Poured cement walls was for a short time hailed as a solution of the problem. The inventor elaborated in detail on the feasibility of the plan but for some reason it didn't pan out and the cost of construction still soared.

Mother Necessity again labored and has just produced through C. E. Madden of Royal Oak, a process for the construction of walls of brick and cement built in sections. Mr. Madden, who thinks he has solved the problem, says: "The wall can be built in half the time it takes bricklayers to lay bricks. The process of building the wall is simple. Make the forms about two or three feet high, lay the bricks in, pour the concrete in the back of them and then let it set for a day. The next day the forms are again ready for pouring."

It is hoped that "Necessity's" last offspring will live to outgrow its swaddling clothes. GOOD ROADS NEEDED. That the nation needs good roads is admitted by all. That the government should build and maintain national highways, to which the states can and will build state trunk lines, they in turn to be fed by county and township roads, is agreed to by most students of the problem. That they can not afford additional road taxes is contended by many farmers, already overburdened with expense and with prices of farm products below their proper levels. What is not generally understood is that any campaign of national highway building must inevitably be paid for by the richest section of the country, by the most populous sections of the country, by the localities where the greatest amount of tax money can be raised.

It is a fact that when national highways are built they will be paid for, very largely, by the northeast of the United States and the large cities. Yet 90 per cent of all the road traffic in the country will go over them. The farmer will pay about 10 per cent and industry and cities will pay the rest. The most ardent advocates of national highways in the northeast sections of the land know this. It does not frighten them. They already pay the larger part of the nation's bills. Why

shouldn't they? If 100 people live in a small town and wish to build a quarter mile of road to a nearby lake, on the shore of which lives on man, do the hundred people stop because the one man will benefit 100 per cent and pay but 1 per cent? They do not. They build the road. The northeastern section of the country, the thickly populated, filled-with-factories localities, will benefit immeasurably from national highways. They will benefit, because the farmer will benefit and they are happy that he will benefit.

The farmers can not afford not to have national highways when they get 90 per cent of the good and pay but 10 per cent of the cost! STUDEBAKER SPECIAL IN 500-MILE RACE. Earl Cooper, a veteran automobile race driver, who is one of the present generation of speed pilots were in swaddling clothes, has arrived in Indianapolis with his Studebaker Special as his mount in the twelfth International 500-mile race to be held at the Indianapolis motor speedway, May 30th.

In the days of yesteryear—when Johnny Aitken, Gil Anderson, Tom Rooney, Rario Resta and Barney Oldfield were the stars in automobile racing's electric lights—Cooper was a star of the first water. Suddenly he announced his return to the track. That was two years ago. He jumped in to Joe Thomas' car the day of the Fresno, Cal., race after Thomas was stricken with appendicitis and had to submit to a trackside operation.

Cooper drove the car into first place, giving the group of spectators that had come to the top during his retirement a lesson in the art of getting around a speed bowl a required number of times in the shortest period. He was second in the Fourth of July race at Kansas City last year, and second at Beverly Hills, Los Angeles in 1922. Cooper's best run at Indianapolis was in 1915 when he ran fourth. In 1914 he was the road race champ.

Cooper is one of the studious, mechanical types who keeps a detailed series of charts and notes on the actions of his racing car. These should be invaluable to the Studebaker Corporation, under whose banner Cooper is racing. Cooper was officially welcomed on his arrival by Mayor Lew Shan. His blue speed creation is attracting much attention.

Reeves Dutton, also of the older school of mechanics, is with Cooper this year, assisting the racing driver in preparing his car for the 500-mile race.

WHAT CAN BE DONE WITH STEEL. The Hupp Motor Car Corporation, in conjunction with the United States government, has just completed a film, "The Heat Treatment of Steel," illustrating many of the most important improvements for which the scientists of the automotive industry have been responsible. It will be sent by the government to various technical colleges and universities throughout the country to be used in classrooms.

Scenes for the film were taken under the direction of J. M. Watson, head of Hupp's metallurgical department. In this plant of the American Gear & Manufacturing Co., at Jackson, Mich., a Hupp subsidiary, the entire product of which is utilized in the manufacture of Huppmobiles. Officials of the Bureau of Mines approached Hupp executives several months ago to obtain their co-operation in securing moving pictures of steel heat treating, as practised by the automotive industry. The Hupp plant at Jackson had been recommended to them as being the most efficient and most up-to-date cost-saving

South Wales Coal Field. The South Wales coal field, covering approximately 1,000 square miles, is the largest in the British Isles, and supplies more coal for export than any other British coal district.

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And the thousands of new homes and great buildings increase the problems of the public service companies.

This Company attempts to foresee the great growth of service demand and extends its plant into new districts as rapidly as possible, in an effort to most efficiently serve the people of Michigan.

However, sudden unforeseen population and industrial growth frequently make it impossible to furnish a utility service at all points immediately upon demand. Hundreds of new telephones are wanted. The Telephone Company's problem is the same as that of the water, sewer, gas, electric, street, and school services.

But Telephone Plant expansion is breaking all records. Thousands of new instruments are being installed, miles of new circuits are being built and additional exchange facilities are being provided, to meet the call for service.

Everything possible is being done to provide service for all who desire it.

Michigan Bell Telephone Co. Image of a telephone exchange building.

STATE OF MICHIGAN In the Circuit Court for the County of Oakland. IN CHANCERY. Emma D. Conroy, Omer M. Conroy, George V. Conroy and Don M. Conroy, Plaintiffs vs. Timothy Allen, the unknown wife of Timothy Allen, Absolom Barnum, Christine Barnum, Joseph Webber and Lydia L. Webber, his wife, William Lyon and Angeline Lyon, his wife, Hiram Kelley and Eleanor Kelley, his wife, Thomas J. Barnum and George W. Barnum, Lambert B. Barnum, Thomas A. Ladd, Delos Davis, Stephen Hyde, Frances Canfield, or the unknown heirs, devisees, legatees and assigns of each and every of them, Farmers and Mechanics Bank of Michigan, or its successors or assigns or its unknown stockholders or creditors and all unknown persons who are or may be entitled to claim under them, or any of them, Lottie Canfield, John A. Canfield, Frederick C. Canfield and Nella Canfield, now Nella C. Durrant, Defendants.

At a session of said Court held at the Court House in the City of Pontiac, County of Oakland, State of Michigan on the 6th day of May A. D. 1924. Present: Hon. Frank L. Covert, Circuit Judge.

On reading and filing the Bill of Complaint duly filed in said cause, and the affidavit of Clinton McGee, from which it satisfactorily appears to the Court that the defendants above named, or their unknown heirs, devisees, legatees, successors and assigns, are necessary and proper parties in the above entitled cause; and It further appearing to the Court that the Company known as the Farmers and Mechanics Bank of Michigan is unknown, and that its stockholders, creditors and assigns cannot be ascertained, after diligent search and inquiry; and It further appearing that after diligent search, inquiry and investigation it cannot be ascertained, and it is not known whether the persons named in the said Bill of Complaint as defendants, or any of them, are living or dead, or where he, she or they may reside if living, except Lottie Canfield, John A. Canfield, Frederick C. Canfield and Nella Canfield, now Nella C. Durrant, or whether the right, title, interest, claim, lien or possible right has been by them, or any of them, assigned to any person or persons, and if dead whether he, she or they have personal representatives or heirs living, or where they or some of them may reside, except as aforesaid, or whether such title, interest, claim, lien or possible right has been disposed of by Will; and further, that the present whereabouts of such persons, their heirs-at-law, personal representative, devisees, legatees and assigns are unknown, and the Post Office addresses of none of them can be ascertained, nor can it be ascertained whether any of them are minors or incompetents; On motion of Pelton and McGee, attorneys for plaintiffs.

IT IS ORDERED that the appearance of each and all of the foregoing defendants be entered in this cause within three months from the date of this Order and in case of their appearance, or the appearance of any of them, that they cause their answer to the Bill of Complaint to be filed, and a copy served upon the attorneys for plaintiffs within fifteen days after service upon them, or their attorneys, of a copy of said Bill of Complaint; and in default thereof that said Bill be taken as confessed by the said defendants who shall fail to comply with the requirements of this Order. IT IS FURTHER ORDERED that the said plaintiffs cause this Order to be published within forty days in the Farmington Enterprise a newspaper printed, published and circulating in said County, once in each week for six weeks in succession, or that plaintiffs cause a copy of this Order to be personally served upon each of said defendants herein, at least twenty days before the time prescribed for his, her or their appearance.

FRANK L. COVERT, Circuit Judge. Countersigned: EDWARD G. ROCKWELL, Deputy Clerk.

PLEASE TAKE NOTICE that this suit, in which the preceding Order was made, involves and is brought to quiet the title to the following described lands situate in the Township of Farmington, Oakland County, Michigan, more particularly described as follows: The East half of the Southwest quarter of section 23, Town 1 North, Range 9 East, excepting one acre in the Southwest corner as conveyed to Omer M. Conroy and wife by deed dated September 14, 1907 and recorded April 16, 1908 in Liber 228 of Deeds, page 483, Oakland County Register of Deeds Office. Also the South one-fourth of the East half of the Northwest quarter of section 23, Town 1 North, Range 9 East, Michigan.

PELTON & MCGEE, Attorneys for Plaintiffs. First National Bank Bldg. Pontiac, Michigan.

Painting and Paper Hanging H. L. LINDSTROM DECORATOR - WALL PAPER Drop me a card and I will call and estimate your work. R. F. D. No. 1, FARMINGTON.

Professional Cards Wm. S. McNAIR ATTORNEY-AT-LAW Office—64 Main St. Northville, Michigan Dr. L. W. SNOW Eye, Ear, Nose and Throat Specialist. Office Hours: 11—12 a.m. 2—4 p.m. Tel. 162. Northville, Mich. Z. R. ASCHENBRENNER, M. D. Physician and Surgeon Office Hours 11:00—12:00 1:00—4:00 Evenings Except Sun. and Wed. 7:30—8:00 Farmington, Phone 160.

Phone Office Hours: 9 to 12 a.m. Redford 349 1 to 5:30—8 to 8 p.m. DR. E. J. CHAPUT, Dentist Suite 208-209 Hawthorne Block Redford, Michigan Corner Lahser and Grand River Opposite Peoples State Bank JOHN WEDOW, Auctioneer For dates call 40F22 Farmington or 33/4 Walled Lake -Terms Reasonable-

PERKINS' ORCHESTRA P. L. PERKINS, Mgr. Phone 16 Northville, Mich. Office, Garfield 2939 INTERIOR TILE CO. Tile Walls - Floors - Fireplaces Bathroom Fixtures 4911 Joy Road (Near Grand River) Detroit, Michigan

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DETROIT UNITED LINES. Farmington Time Table (Eastern Standard Time) (Effective September 24, 1923) Cars leave Farmington for Detroit at 6:08 a.m., 6:38 a.m., limited at 6:54 a.m., 7:48 a.m., 8:48 a.m., 9:48 a.m., and hourly to 3:48 p.m., 4:48 p.m., 5:48 p.m., then hourly to 8:48 p.m., also 9:58 p.m., 10:58 p.m., (to Junction only 11:48 p.m. and 1:03 a.m.) Cars leave Farmington for Orchard Lake and Pontiac at 5:40 a.m., 6:40 a.m., 7:40 a.m., 7:55 a.m., and hourly to 10:55 p.m., also 6:10 p.m. and 12:20 a.m. First car leaves Farmington for Northville at 5:05 a.m., 7:00 a.m., hourly to 11:00 p.m., also 6:15 p.m. and 12:22 a.m. Cars connect at Northville with those for Plymouth and Wayne over the D. J. & C. Hourly limited service to Ann Arbor.