

The Farmington Enterprise
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FRIDAY, MARCH 27, 1925

PLANNING FOR THE FUTURE

An opinion as to the necessity for a super highway across the state of Michigan following Grand River road, based upon traffic conditions on the western end is not likely to be the same as one based on conditions that are now found on that road between Detroit and Lansing, and especially within 30 miles of Detroit.

Engineers who have expressed an opinion based on conditions at this end of the line, and looking to future requirements, are of the opinion that provisions for two forty-foot roadways should be made at this time. It is not thought probable that such width of paving will be constructed immediately upon acquiring a 200-foot right of way. It is quite probable that two 20-foot roadways between Lansing and Lake Michigan might serve all needs for many years to come.

A Muskegon engineer gives it as his opinion that two roadways of twenty feet each will be sufficient and he is probably correct so far as traffic at the west end of Grand River road is concerned.

It will probably be many years before two forty foot roadways are constructed all the way between Detroit and Grand Rapids, but it is deemed wise to secure at this time sufficient width of highway to accommodate such roadways when it becomes necessary to construct them.

RECEIPTED BILLS TELL

"Twenty-nine steps from the high-rent district."

This identical slogan is well known to readers of the display advertisements in the papers, published in a certain large city in this country. In substance it is well known to the readers of the advertisements in any large city, because the closer a store is to the center of congestion in that city the greater is its overhead. Taken inversely, it is true that as the site is at some distance from that center, the lower is its overhead, other things being equal.

The rule works out with such exactness that the rise or fall in this overhead can be calculated with every pace of that distance, as the advertiser mentioned in the foregoing has demonstrated.

Where many persons are crowded together, the cost of living is forced up as a result. The greater the congestion, the higher the cost. To relieve this congestion and make it possible for the man with a moderate income to live in comfort and to provide for his family adequately, there is a centrifugal movement in every large city from the downtown section to the suburbs. On a larger scale, but for the same end, there is the movement from city to country—"back to the farm" or to the small town.

The balance is restored by the time the movement has continued for some time from the big city, to say our community. It is like a lightning rod that draws from the clouds the charge of high voltage and so keeps the storm clouds from storing up a force that might hurl a bolt earthward and wreak great destruction.

It costs a huge sum to run a store on a desirable downtown corner in a large city, and the cost for the extra charge is assessed upon every person buying goods there. The site on which the famous Flatiron building in New York is located is a good example of this. Everybody wants that corner, and the competition for its possession has raised the price to a fabulous sum. In the same way many a store in this big city is inflated in price until it is assessed several times its real value, but taxes must be paid on it, inflated value and all. Every dollar's worth of goods sold must pay tribute toward these taxes.

And you—people of this community are helping to pay this tribute every time you buy at a store.

But higher taxes aren't all that your money is wasted for. There is the higher rent. The owner of property, who is assessed this

high tax, has more money invested than the man in the next block further uptown, and he wants his interest back on that investment. He screws up the rent in a direct ratio.

Compared with our community goods and community prices, you can't buy economically in the city, let alone "at a bargain." It is impossible. And, figuring in fare, hotel bills and your time, the totals will show a big loss every time.

These are not wild statements. They are sustained by your own receipts bills. Further reasons why you should supply your needs at your home town stores if you want to cut your living costs will be presented next week.

WEST END OPPOSED TO WIDER HIGHWAY

A Muskegon dispatch to a Detroit daily states it is the opinion of some of its citizens that a wider highway across the state from Detroit to Lake Michigan is a mistake. According to word that comes from there a double 20-foot roadway is favored. In support of that plan City Engineer I. R. Ellison of Muskegon says:

"Two 20-foot highways would serve the purpose and would not be near so costly. One way traffic would use the highways and there is no reason why a single wide traffic highway should be wider than is necessary for two cars. At the same time two such roads would eliminate much confusion."

Mr. Ellison and Paul R. Beardsley, city commissioner, both believe that the decision between 100-foot paved highways and the double highway system must be given careful consideration.

"Present single highways 18 feet in width are becoming too congested in certain parts of the state," says Mr. Beardsley. "But I do not believe the solution is a master highway such as planned. Two highways providing one-way traffic would solve the situation, especially outside of the cities."

The dispatch further says: "Farmington officials are taking the lead in the proposed plan for a master highway across the state from Detroit. Such a highway would connect the east with the west trunk line M. 16 and the West Michigan Pike."

COUNTY PUBLISHERS TO MEET HERE

At a regular monthly meeting of the Oakland County Press club held at the Chamber of Commerce, Pontiac, last Saturday it was decided to hold the April meeting in Farmington. Several of the publishers who have never visited this part of the county expressed a desire to see what Farmington and its beautiful hills look like.

WANTED
Copies of old time dance programs; especially desirous of procuring those used at Botsford Inn, 40 or 50 years ago.

NOTICE TO HATCHERIES
I can supply single comb white leghorn eggs from high grade stock at \$5.00 per hundred. Delivery any time after February 15. George Allan, Eleven Mile road; phone Farmington 58 F-3. 12-tfu

Deliver to Enterprise Office Farmington, Mich.
Pay your subscription.

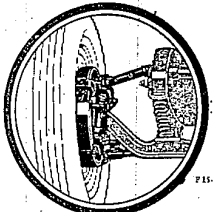
SPECIAL!

30x3 1/2 Tire and Tube

\$9.90

OLIN RUSSELL.
Lincoln—FORD—Fordson Sales & Service
Farmington, Mich.

WHY THERE ARE MORE THAN A MILLION




Buick

Four-Wheel Brakes

Of the more than a million Buicks in use today, the last 350,000 built have Buick mechanical 4-wheel brakes. On these 350,000, Buick 4-wheel brakes have proved their increased control and safety by faultless operation through nearly two years, in every extreme of weather.

Plymouth Buick Sales Co.
Phone 236 PLYMOUTH, MICH.
When better automobiles are built, Buick will build them



\$495 F.O.B. DETROIT

Time Is Stuff of Which Crops Are Made

With the Fordson, you farm for prosperity, because your acreage is broken in less time; because your furrows are the proper depth, and because your seed beds are thoroughly well made.

The Fordson saves feeding time, watering time, grooming time and hitch-up time. It needs no "favoring" or breathing spells. It will work twenty-four hours a day.

Fordson farmers finish their Spring work—plowing, harrowing, discing and seeding—at the right time, because of their ability to do more and better work when weather and soil conditions are favorable.

Better crops and bigger bank balances follow the use of the Fordson—it is a logical and time-proven investment.

Ford Motor Company
DETROIT, MICHIGAN

FORD SALES & SERVICE, FARMINGTON, MICH.

Fordson

PAINTING and Paper Hanging

WALL PAPER IN STOCK

C. A. Steele
Tel. 110 Farmington

THIS MAY INTEREST YOU
Better get squared up with the printer. All delinquent Subscribers to the Enterprise will be taken off the list April 1.

BIENNIAL SPRING ELECTION
And Annual Township Election
To the qualified electors of the township of Farmington, precincts Nos. 1 and 2. County of Oakland, State of Michigan.

Notice is hereby given, that the next ensuing Biennial Spring Election and Annual Township Election will be held Monday, April 6, A. D. 1925. For the purpose of voting for the election of the following officers, viz:

STATE—Two Justices of the Supreme Court, full term; two Regents of the University; one Superintendent of Public Instruction; one Member State Board of Education; two Members State Board of Agriculture; one State Highway Commissioner.

TOWNSHIP—One Supervisor; one Township Clerk; one Township Treasurer; one Highway Commissioner; one Justice of the Peace, full term; one Member Board of Review, full term; four Overseers of Highway; four Constables.

PROPOSITION—There will be submitted to the qualified electors of the County of Oakland, State of Michigan, at said election the proposition of authorizing the Board of Supervisors to levy a tax of 3/4 of one (1) mill on each dollar, upon the assessed valuation of Oakland County, in the year 1925, for the purpose of constructing and equipping a group of buildings consisting of a home and infirmary for the indigent; a hospital for the care and treatment of contagious diseases; a hospital for the care and treatment of tuberculosis patients; a detention home and such other buildings and structures as shall be found necessary to carry out the purposes for which said buildings are constructed.

Relative to Opening and Closing of the Polls

Act No. 20, Public Acts of 1919, Special Session:
Sec. 1. On the day of any election the polls shall be opened at seven o'clock in the forenoon, and as soon thereafter as may be, and shall be continued open until five o'clock in the afternoon and no longer.

Provided, That in townships the board of inspectors of election may, in its discretion, adjourn the polls at twelve o'clock noon, for one hour, and that the township board in townships and the legislative body in cities and villages may, by resolution adopted fifteen days prior to the election and published with the notice of the election, provide that the polls shall be opened at six o'clock in the forenoon, and may also provide that the polls shall be kept open not later than eight o'clock in the evening of the same day.

The polls of said election will be open at 8 o'clock a. m. and will remain open until 8 o'clock p. m. on said day of election, unless the Board of Election Inspectors shall, in their discretion, adjourn the Polls at 12 o'clock, noon, for one hour.

Dated February 16, 1925.
HERMAN A. SCHROEDER,
Clerk of said Township.

Pay your subscription.

Professional Cards

Z. R. ASCHENBRENNER, M. D.
Physician and Surgeon
Office Hours
11:00—12:00 2:00—4:00
Evenings Except Sun. and Wed. 7:30—8:00
Farmington, Phone 160.

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.


Phone Office Hours: 9 to 12 a. m.
Redford 349 1 to 5:30-7 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

Office, Garfield 2393
INTERIOR TILE CO.
Tile Walls - Floors - Fireplaces
Bathroom Fixtures
4911 Joy Road
(Near Grand River)
Detroit, Michigan

GEORGE FULFORD
Lathing - Plastering Contracts
Stucco Work
Phone 217 Redford

MONUMENTS
Direct from Manufacturer
2-U
MILFORD GRANITE CO.
Milford, Michigan

Wells D. Butterfield
Emily H. Butterfield
Butterfield & Butterfield
ARCHITECTS.
2847 Grand River Avenue
Detroit
Telephone Glendale 8891
STUDIOS AT FARMINGTON
Phones Farmington 167 & 109-W-3



The Largest Bank in Oakland County Welcomes Your Patronage.
Complete Safety
Vault Protection For Less Than 1 Cent A day.

PONTIAC COMMERCIAL and SAVINGS BANK
Pontiac, Michigan

DETROIT UNITED LINES
Farmington Time Table
(Based on Standard Time)
(Effective September 24, 1923.)

Cars leave Farmington for Detroit at 6:08 a. m., 8:38 a. m., limited at 8:54 a. m., 7:48 a. m., 8:48 a. m., 9:48 a. m., and hourly to 8:48 p. m., 4:48 p. m., 5:48 p. m.; then hourly to 8:48 p. m., also 9:53 p. m., 10:53 p. m., (to Junction only) 11:48 p. m., and 1:03 a. m.)

Cars leave Farmington Jct. for Orchard Lake and Pontiac at 5:40 a. m., 6:40 a. m., 7:10 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 6:05 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. T. & C. Hourly limited service to Ann Arbor.

NOTICE is hereby given that a Petition has been filed with the Clerk of the Circuit Court for the County of Oakland, State of Michigan, praying for the vacation of that part of the Gardnour Webster's Addition to the Village of Farmington, as recorded October 12, 1870 in Liber 2 of Plats on page 40, as is embraced in Lots Ten, Eleven, Twelve, Thirteen, Fourteen, Fifteen, Sixteen, Seventeen, Eighteen, Nineteen and Twenty, all in the Village of Farmington, Oakland County, Michigan, and that an application founded upon the said Petition will be made to said Court, at the Court House in the City of Pontiac, on Monday, the 4th day of May, A. D. 1925, for an order vacating that portion of the said plat hereinbefore described, at which time and place any person owning any part of the said Vil-