

**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 21, 1926

**THE WHY OF THE LEGISLATIVE COOCCO**

Another member of the legislature has been discovered holding a job in one of the state departments at Lansing and has for the past year been drawing a salary of \$2,400 a year. He let loose of his position—which is in the highway department—just long enough to take part in the special session of the legislature last February, several measures pertaining to highway matters then being before that body, when he again commenced drawing pay from the state as an employee in the highway department at an increase of \$200 a year in salary.

These questions naturally arise: Would that legislator have been employed in that particular department, no matter how well qualified, had he opposed during the regular session any of the measures, asked for by the administration?

Would he have been taken back into the department at the close of the special session at an increase in salary had he opposed the Groesbeck legislative program?

How many sisters, brothers, cousins, uncles and aunts of legislators are now holding jobs in the departments at Lansing and why?

Are state officials above the constitution and laws of the state?

The provision of the state constitution relative to appointment of legislators, while such to other salaried positions is so plain as to need no interpretation by the attorney general, and its purpose well understood. An attempt to circumvent it by preposterous subterfuges, such as the "employing" of a legislator

to certain work instead of "appointing" him to a position in the department is quite characteristic of the present administration.

**THINGS NEEDED MORE THAN A FOURTH TERM GOVERNOR**

The 1926 Republican gubernatorial campaign has opened up with two candidates in the field and with a fair prospect that the issues at stake will be squarely fought out. The candidates are Governor Groesbeck who seeks a fourth term as Michigan executive and Mayor Fred W. Green, of Ionia, well known throughout the state.

In bolstering up his claims the governor and his friends have much to say regarding the work he has accomplished during his nearly six years in office. Much of his work has been constructive and along lines approved by the people. There is no doubt but that he has accomplished more than stands to the credit of any of his predecessors—and there have been some excellent ones and some dismal failures.

The people are not objecting to the governor's work, but there is a strong opposition to his methods. There may possibly be exigencies in which ends justify questionable means but the resorting to such means as the governor has often made use of to bring about his purposes, can not be excused.

The people have a right to know why and how money is expended in road construction, and for all public purposes. They have a right to know why hundreds of criminals are turned loose by parole or pardon without first consulting the judges, prosecuting attorneys and officers of the localities where the prisoners were convicted.

There are many other things regarding state affairs which the people have a right to full information which it is evident the governor considers none of their business.

While there is much truth in the statement that the governor has accomplished much that stands to his credit, there is also the lamentable fact that his policies have, not always worked to the best advantages of the public. He has gathered about himself as appointees and by manipulating conventions, a collection of

rubber stamps to do his dictatorial bidding. Their gymnastic stunts in hopping to the master's call have dimmed the glory of his administration.

The governor and his friends have much to say about the opposition of sure heads and discredited politicians, but a careful analysis of the present situation, sentiment and personnel of the opposition will certainly convince the unprejudiced citizen that there are a great many voters in Michigan who are opposed to Mr. Groesbeck's nomination for a fourth term who are just ordinary plain citizens, having neither political aspiration nor an axe to grind and are prompted by unselfish motives, while the loud shouters in the Groesbeck camp are to a large extent job hunters and those seeking personal advantages.

Michigan's road building program will not cease nor suffer should some other person be elected as governor.

A new deal might lead to the discovery of "where we are at" in road construction. It may cause a letup in the indiscriminate turning loose of hundreds of dangerous criminals which the state has been to a heavy expense in putting where they belong. It may lead to the state getting something approximating a dollar's worth of road construction for every one hundred cents paid out for that purpose. It may lead to a road construction policy based on public needs.

Michigan needs these things more than it needs a fourth term governor. It can't have both.

**AT WHAT SPEED?**

What speed constitutes safety in driving. Here in Michigan we have proscribed 35 miles on country roads, 15 miles in residential districts, which is in turn out to 10 miles in business sections, all of which may be either excessive or slow when confronted with traffic conditions. Traffic regulation is still largely a matter of hypocrisy, even traffic officials, unless irritated, permitting and often insisting on higher speeds when occasion demands. New York has just adopted a law allowing 40 miles on express boulevards, while Rhode Island demands that motorists travel at a 35-mile gait on the

highways or get out of the way of those who would. The only rational rule is that the motorist should drive at a safe rate. That may be one mile an hour at a congested street crossing and it may be forty miles or, even more, out along the country highways. As automobile traffic grows we will insist more and more on eliminating the careless driver, rather than submitting the careful driver to foolish regulations. During the past two years automobile accidents have exacted a toll of forty-two thousand lives in this country, a large part of which can be directly charged to carelessness on the part of fool drivers. The careless driver should be driven from the highways—he is too great a menace to be longer tolerated.

**Young Man's Champion**

Clarence Dillon, who at forty-three, through his gigantic financial operations has been named "the coming man of Wall street," said at a luncheon:

"Some people object to young men in important posts, but I—well, I remember an anecdote. 'Young men lack experience,' a septuagenarian once objected. 'Pooh,' said, an octogenarian. 'What's the good, after all, of knowing what the weather was like day before yesterday?'"

**Times Have Changed!**

Tut-Ankh-Amen's golden coffin is the most extensive piece of solid gold work archeological research has ever brought to light. It was borne on the shoulders of eight men to the railway station at Luxor—a strange contrast with the day some 3,000 years ago when it was conveyed with all the royal pomp of ancient Egypt to the tomb.

**Embroidered Eggshells**

N. K. de Scherviller, of Bouen, France, embroiders eggshells at \$1,000 apiece, says the Pathfinder Magazine. From 600 to 2,000 holes are made in each shell and the embroidery is fastened through them. All knots are made on the inside of the shell. Sometimes dozens of eggs are used before one is embroidered perfectly.

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