

## MICHIGAN FARMERS WILL RECEIVE CROP PAYMENTS

One out of every nine Michigan farmers who took out a wheat crop insurance policy last fall will receive a loss payment this year, according to Robert F. McCrory, Chairman of the Oakland County Agricultural Conservation Committee.

"A report from the State crop insurance supervisor this week indicates that more than 690 Michigan farmers will receive wheat insurance indemnities this year," Mr. McCrory said.

The September 1 report shows that of the 5671 farmers who had wheat insurance policies, 536 had sent in to their county AAA offices loss claims amounting to 23,766 bushels of wheat. These have been checked and forwarded to the Federal Crop Insurance Corporation for payment.

As of the first of September, 227 wheat losses have been paid. The total indemnities of these paid policies amounts to \$61,213.15. In Oakland County, 95 farmers had wheat crop insurance this

year. Of these, 7 will receive crop loss payments.

Altogether 54,000 acres of wheat were insured in Michigan. Farmers carrying this insurance were guaranteed at least 75 per cent of their normal yields should their growing wheat crops be damaged by some unavoidable cause. The main cause of wheat losses in Michigan this year, according to the report, was Fall and Spring drought. Heavy rains, winterkill, and rust also caused considerable damage.

"Community Commitment is now calling on all wheat farmers in our county to find out if they want crop insurance for their 1940 wheat crops," Mr. McCrory said.

The  
Greatest  
Power  
On  
Earth  
Is  
The  
Printed  
Word.

## PROFESSIONAL SERVICES

Z. R. ASCHENBRENNER, M. D.  
H. A. SCHUMANN, M. D.

Physicians and Surgeons  
Office Hours: 1:30 to 4:30 p. m.  
Evening, except Sun. 7:30 to 8:00  
Office Phone: 100-2  
Residence Phone: 100-2  
Dr. Aschenbrenner  
225 Dr. Schumann  
Cook Bldg. Farmington

Residence Phone Redford 1875-J  
Residence 17355 McIntyre  
W. B. MURRAY, Opt. D.  
Optometrist

Phone Redford 1855 REDFORD  
22001 Grand River Ave. Smith Bldg

DEPENDABLE SERVICE  
DAY AND NIGHT

REDFORD REFRIGERATION  
SERVICE

Domestic and Commercial  
Equipment

21682 Santa Clara Redford 1365

JOHN ROWLANDS  
Tile Contractor

Bathrooms, Kitchens, Walls, Floors  
Fireplaces and Sinks  
Prompt Service  
5165 Joy Road near Grand River  
Call TYLER 5-6446

TRINITY SHEET METAL WORKS  
Furnaces installed, cleaned and repaired. Repairs for all makes furnaces and stoves. Fire pots and pipes for all makes. Electric gas filling and retooling. All work guaranteed.

George F. McDonald, Prop.  
19031 Trinity Ave. Phone RE. 3760

EDGAR S. PIERCE  
LIFE, FIRE, CASUALTY  
INSURANCE

Special Agent for:  
JOHN HANCOCK MUTUAL LIFE  
INSURANCE COMPANY  
OF BOSTON, MASSACHUSETTS  
Farmington, Michigan  
33342 Grand River Avenue  
Business Phone 146  
Residence Phone 146

# Want Ads

BUY - SELL - EXCHANGE  
1½¢ per word. Minimum 35¢  
All Want Ads Cash Before Insertion

A COMPLETE real estate service, bargains in homes, farms and vacant lots. Farmington and Redford sections. V. Cornwall, 3342 Grand River, Farmington. Phone Farmington 140 and Redford 3794. 74c

MEMORIALS—First class material and workmanship. Priced not to be undersold. Allen Memorial Works. 360 E. Cady St. Northville. 23-1fc

WANTED—Used office desk in good condition. Preferably mahogany or dark wood finish. Box 205, care of Farmington Enterprise. 44-1fc

FOR SALE—Limestone, tests 98.25 delivered to your farm for \$2.50 per ton. Why not take advantage of the farm program? The government is paying \$1.50 per ton to farmers for lime used for agricultural purposes. I also sell fertilizer for all purposes. Your agent, T. A. Fletcher, at New Hudson. Phone South Lyon. 16-4c

WANTED—GOOD, CLEAN USED FURNITURE—For cash or exchange. Next auction Tuesday, September 26, at 12:30. Private sales anytime. Harry C. Robinson, Auctioneer, 857 Pennington avenue, Plymouth. p-17/40

WANTED—Representative to look after our magazine subscription interests in Farmington and vicinity. Our plan enables you to secure a good part of the hundreds of dollars sent in this vicinity each fall and winter for magazines. Oldest agency in U. S. Guaranteed lowest rates on all periodicals, domestic and foreign. Instructions and equipment free. Start a growing and permanent business in whole or spare time. Especially adaptable for a Shoppers. Address: MOORE COTTRELL, Inc., Naples Road, North Cobden, N. Y. 46-2p

WANTED IMMEDIATELY—GIRL for general housework. Whole or part time. No washing, ironing or cooking. Must like children. Stay nights, private room with radio. Phone Farmington 589-7. Saturday, W. D. Buchanan, 20135 Hollywood drive. 47-1c

Will pay cash for past due notes and accounts receivable. Minimum fifty dollars. Michigan Adjustment Co., 655 S. Woodward, Birmingham, Michigan. 21-1fc

DANCING SCHOOL—Dancing taught by appointment by the Dancing Balleys, formerly on the stage and exhibiting for the leading ballrooms of the country. Teachers of fancy, ballroom and tap dancing. It will be worth your while to give us an interview. Located at 122 Randolph street, Northville, Phone 35-1. 45-1c

FOR SALE—Trailer hitch for all makes of automobiles. Hatton's Farmington Hardware. 45-3p

FOR SALE—Milk goat, Tugsberg, 110. Lerchenfeld, 6th house, Haines from Ten Mile road, on the right. 47-1p

MRS. FLORENCE EDGAR, teacher of piano, announces the beginning of the fall term, September 18. Phone 122. 47-2p

WANTED—Cement jobbing. Estimates free. Kemp, 21400 Farmington. Call Farmington 687-31. 44-3p

LOST—A large black angora cat. Please return, or call Mrs. L. F. Shroeder, Farmington 118. 47-1c

TWENTY HEAD saddle and work horses to be sold at auction, Saturday, September 16, at 1:30. Also cattle, furniture, etc. 12 Mile and Novi Road, Walled Lake. 47-1p

FOR SALE—Want dining room suite, a place. Cheap. 23306 Farmington Road. 47-1p

BIDS WANTED for furnishing school bus on daily rental basis. See Superintendent, Clareville School, 28330 Eight Mile Road, near Grand River. Phone Farmington 545-83. 47-5c

## War Conditions

(Continued From Page One)

Invaded, Britain would come to her aid.

Hitler ignored Chamberlain's warning and sent his army smashing into Poland. Chamberlain and Daladier got together, decided on a course of action, and gave Hitler the opportunity to withdraw his troops and settle his argument at the conference table.

The best is history. Hitler pooled England and France, and England and France declared war on Hitler.

This time Chamberlain could well afford to be so emphatic, for he knew the England was ready.

After touring England for nine weeks this summer, and seeing for myself all the different forms of preparation for war, I can well understand why Chamberlain has decided to have it out with Hitler. All England is solidly behind him, and the English are eager to put an end to Hitlerism.

On Honeymoon

My wife and I landed in London on May 30th. We were on our honeymoon, and war scare or no war scare we were going to enjoy ourselves and really "see" England.

We were married last January in the Farmington Baptist Church by Rev. Gilbert A. Miles, and we spent the next three months planning, saving and preparing for the trip. My wife, the former Rita Clifford, of Hugo Ave., Farmington, was born in Leeds, England, and I was born in Barrow-in-Furness, England. We both have numerous relatives over there, and we wanted to see them all again.

We left Detroit on May 2nd, and rode on the train to Montreal, where we stayed overnight. All over the city we saw men working, cleaning the streets, painting and decorating, hanging banners and flags from buildings, and doing all sorts of jobs to get Montreal in shape for the visit of King George and Queen Elizabeth. We learned that the Windsor Hotel, where their majesties were to stay for a night, was spending \$17,000 to have its "face lifted."

In Quebec the next day we saw in repetition of the cleaning up activities preparatory to the royal visit, and, believe it or not, up on the Plains of Abraham we saw working men shoveling away long banks of snow seven feet deep. And this in May!

We continued our train ride to a little town called Dalhousie, and out in the wilds of New Brunswick, and 1,300 miles from Detroit. It was from Dalhousie that we sailed for England on a Norwegian freight boat, carrying a cargo of 4,000 tons of newspaper for English newspapers.

Have "Run of Ship"

We had read about freighter travel, and the idea appealed to us so strongly that we decided to try it. If we ever saw any newspaper again, it will most certainly be on a freight boat. That voyage across the Atlantic was something to remember for a lifetime. It was a most unusual and pleasant trip. We had only one fellow-passenger, we had "the run of the ship," we could go practically anywhere on the boat we wanted to, and we had the special guests of the captain. We dined with the captain, and the food was excellent and plentiful.

It was a long voyage, for the ship was the only one of its kind in the ice field and then headed across the Atlantic along the path of the Gulf Stream. We were up on the bridge, in the chart room, in the stateroom, all over the main deck, in the galley, down in the engine room, in the store room, and even away down in the propeller shaft tunnel running along the bottom of the ship.

We sailed up the English Channel, and, at night, could see the flash of lights from the coast of France. All along the southern coast of England, of course, we could see the land by day and the lights by night.

Arrive in London

On the morning of May 30th we woke up and, looking out of the stateroom, saw that we had arrived up the River Thames. We hurried out on deck after breakfast and watched the ever-changing panorama of the river. Grass banks with green fields behind gave way to docks and warehouses and smoky, smelly factories. The river traffic became as congested as that on any city thoroughfare. A tug took our ship in tow and we glided along between two rows of anchored vessels.

Every type and size of craft was there in the Thames, from barges to battleships. The river traffic was so congested that the heart of London with many twists and turns. We caught a glimpse of the dome of St. Paul's Cathedral, and spotted Tower Bridge as a brief glimpse. The ship disappeared in the forest of buildings spread out all around us.

We were sorry to leave the ship and the captain and crew, but we had become very much attached to them and had felt "at home" in London.

our tour, so after the customary inspection of baggage and passport, we set foot in England.

Right away we had our first brush with war activities. I had my candid camera slung over my shoulder, and a guard at the entrance to the dock halted me into an office and reported to an official that I had a camera.

No Cameras Allowed

The official explained to me that this was a government dock, and that no cameras were allowed, and assured me I had taken no pictures, and told him that my wife and I were Americans and had just arrived on a holiday. He then related how the government was on the alert for spies and warned me not to keep the camera out in the open in government property.

We rode a "double-decker" bus into London, crossing London Bridge and riding along past St. Paul's Cathedral, the Strand to Trafalgar Square.

On the Nelson monument and on buildings around the square there were huge posters and signs urging enrollment in the national defense organization, and reminding the people that England still expects every man to do his duty.

We bought a car, piled our luggage in the back, and drove to my uncle's house in Barnhurst, Kent, some fifteen miles from London. There was an air raid shelter dug in the backyard, and my uncle, aunt, and cousin each had a gas mask.

We tried them on, and the contraptions fit tightly over the face, are hard to breathe through at first, and smell rubbery.

Air Raid Shelters

We went back into London on the electric train one day, and walked around sightseeing. In Hyde Park, St. James' Park, and Green Park, right in the heart of the city, we watched men hard at work digging air raid shelters for the public. The shelters were long trenches, dug quite deep, and covered with concrete and reinforced with rods of iron. Of course, the wholesale digging made an ugly mess of the parks, but better this type of mess than lack of protection for Londoners from enemy bombs.

Perhaps the safest air raid shelters are the underground railway stations. We used the subway quite a lot during our two visits to London (or our tour), and we were amazed at the depth we were carried to on escalators.

Far below the earth's surface, protected by the pavement of the streets and by the buildings above, and well ventilated by an automatic system, the subway stations are ideal air raid shelters, even though not intended for that purpose.

We went to a "picture house" to see "Snow White and the Seven Dwarfs," and the theater at one time was the London Opera House on Kingsway, just off the Strand. The prices were very reasonable, ranging from 10 shillings to two shillings and sixpence. This would be from 15 cents to about 80 cents. All movie theaters are sectioned off into such divisions as the "stalls," the "pit," the "inner circle," the "family circle," and the "gallery" if there is one, and each section has a different price.

Smoking Allowed in Theaters

We took an instant dislike to the place, though, for smoking is allowed anywhere, and ash trays are provided on the backs of the seats. With clouds of smoke rising in front of the screen, the matches flaring up all over the place, with smoke drifting into our faces from nearby persons, and with the overall smoky smell, we could hardly enjoy the picture.

During our second visit to London a few weeks later, I had the opportunity to visit a large factory in the northwestern part of the city. One thing that really interested me was the systematic way in which the factory had been arranged for air raid precautions. The whole factory, including offices and machine shop was divided into zones. Each zone was under the supervision of an air raid warden, who was responsible for evacuating the zone within one minute of the first blast of the air raid warning. The workers have instructions to march out of the building through certain doors and into designated air raid shelters which have been built in the grounds behind the main factory building.

I went through one of the shelters, and found nothing really unusual about them except their purpose. Floor, walls, and roof are made of concrete, the roof being especially thick inside. The shelters are quite bare, since they are expected to be used for only short periods. Each shelter, of course, has a limited capacity, and also an emergency escape door leading up through the roof.

I was told that most factories in England have similar air raid shelters and evacuation procedures. All of the work being done in the factory is done in accordance with the aid and

of the government bureau known as A. R. P. (Air Raid Precautions).

English Buy Little

Right away we had our first conversation with business men in London, and other cities. I learned that the war scare had caused the English people to become very conservative in their buying. They were very much disinclined to spend any large amount of money on any household articles, not knowing when or whether a war would break out, but realizing that when it did they would find their savings very handy.

While in London we naturally saw as many of the "sights" as we had time to. The Houses of Parliament, Westminster Abbey, Whitehall, Downing Street, the Horse Guards, Scotland Yard, the Bank, Admiralty Arch, the Mall, Hyde Park, Rotten Row, Kensington Gardens, Kensington Palace, Buckingham Palace, Piccadilly and Oxford Gardens, Oxford Street, St. Paul's Cathedral, the Tower of London, Madame Tussaud's Waxworks Museum, and many of the other famous buildings, streets, and places—all of these we saw.

And throughout the other parts of England which we visited we acted as regular sightseers. We traveled through the Lake District, saw Wordsworth's grave in Grasmere, went to Blackpool, spent a day in Stratford-on-Avon, saw Shakespeare's birthplace, and grave and Ann Hathaway's cottage, went through York Minster and Lincoln Cathedral, became "two Yanks at Oxford," admired Windsor Castle, toured Kent, marvels at the beauty of Canterbury Cathedral and at the narrow streets of the old town, walked along the top of the chalk cliffs of Dover, looked out across the Channel, drove across the Peninsula, England's "backbone."

Impressed By Friendliness

England's beauty, its hills and lakes, its green, rolling fields, its wild moors, its rugged coast, its ancient cathedrals and castles, its quaint little villages, its big, open country, and its London, all a pleasant memory with us. And the hospitality and friendliness of the English people, relatives, friends, and strangers alike, is something we will never forget.

"If only England could be moved into the ocean far away from Europe..."

We heard this wish expressed by a young man in Kent in an office "corner," who, like a true Britisher, loved his country and was ready to defend it.

In his wishful hope is summed up the wishes of almost every person we talked with in England. If the British Isles could be moved far from the mad maelstrom of European squabbles, England and the whole Empire could start a new, more abundant life in peace.

It really was depressing to us to see how the threat of war hung over England like a pall, stifling progress, killing the joy of life, and joy of life, intruding into English life so much that it spoils everything.

The average Englishman takes pride in his garden, and spends most of his leisure time patting around the flowers and hedges. But now he has to dig up part of his garden to plant an air raid shelter.

Corruption has taken abode from their normal lives, their jobs, their friends, and placed them in army training camps.

Children Removed

The threat of air raids has taken thousands of children from their homes and placed them in strange houses out of the danger zones.

Families have been split apart and the members scattered to different parts of the country.

The energy of the nation is turned to war. Industry has converted much of its productive capacity to armaments, munitions, guns, airplanes, airplane parts, and other weapons of war.

Skilled machinists are at a premium in the factories, and wages are rising high—much in line with the cost of one of the big English automobile factories, he told me about the work being done by him and other companies in the way of munitions and airplane parts.

Birmingham is England's great armament manufacturing center, and the factories are going full blast to keep up with the national defense program.

Army Planes Displayed

It was in Birmingham that I saw a display of fighting planes. The occasion was the official opening of the new airport, and the Duchess of Kent, Chamberlain, Sir Kingsley Wood (air minister), and the Lord Mayor of Birmingham were among the speakers at the dedication ceremony.

After the speeches, the army planes put on their show, and it really was impressive. Most awe-inspiring were the light bombers, nine of them, going through their paces at a 300-mile-per-hour clip. The planes were so close overhead, swooped down on the aerodrome, jerked almost straight up into the air, leveled out, and quickly lost

*Just Arrived!*

NEW DESIGNS IN

# CONGOLEUM GOLD SEAL RUGS

Years more wear and beauty in a

## GOLD SEAL Rug

because of the

### 8 Coat Thickness

of its tough paint and baked enamel surface

Take advantage of the biggest value-prices in history! Genuine Congoleum Gold Seal Rugs—with the toughest, surfer surface that means lasting economy! So smooth and easy to clean they save you countless hours of work! A host of stunning new patterns for every room! And each rug carries the famous Gold Seal guarantee of "Satisfaction or Your Money Back!" Come in and see them today.

**\$6.95**  
12 ft x 12 ft size

\*Congoleum Gold Seal Rugs have a lifetime guarantee in thickness. No wear at all after first year, applied by hand.

## HATTON'S FARMINGTON HARDWARE

E. O. HATTON  
Phone 3

I. G. HATTON  
Farmington

themselves from sleet in the clouds, and a cloud of bombing planes would circle over the city and rain death and destruction.

What really surprised us was the attitude of the English people in the midst of all this preparation for war. There was no real fear expressed, nor any actual dread of what might happen.

The people just took things for granted, realized that a certain amount of damage would be done, that they would have to put up with inconvenience.

Yet the general feeling seemed to be that war was inevitable, that it would be terrible, but that after it was all over life would be much more enjoyable, because Hitler would be finished.

No Enmity Against People

There is no enmity against the German people. But the English absolutely hate Hitler. They hate him for what he is, for what he has done, and for his omnipresent shadow hanging over them.

"Let's fight him and get it over with," they seemed to say.

And now they are at war, reluctantly, but convinced that they will defeat Hitler.

As we walked away from England, on the liner "Scythia," we looked back and saw a thick mass of heavy black clouds hanging over the land. We were in bright sunshine, and the contrast made us feel that those clouds represented gloomy days to come for England.

And as we steamed into New York harbor, and saw the Statue of Liberty, we thrilled inwardly with excitement.

We were home, and the troubles of Europe were three thousand miles behind us, on the other side of the vast Atlantic.

# Grow

Advertising is usually a sign of a growing business. And people, as a rule, like to shop at a growing store.....