

Joanna Hill, President  
F. H. Messenger, Vice-President  
E. H. Perry, Cashier.

# Oakland County Saving's Bank

Pontiac, Mich.

Capital, \$50,000  
Surplus and Profits, \$10,000

4 per cent interest paid on Savings Accounts and Certificates of Deposits. Interest on savings accounts compounded annually.  
Only to Loan on First Real Estate Mortgage.

## Detroit United Lines Farmington Time Table

Cars leave Farmington Junction for Detroit at 5:09 a. m. and hourly to 6:39 a. m., and hourly to 10:39 p. m. These cars, except first morning car, leave Farmington six minutes earlier.  
Cars leave Farmington Junction for Pontiac and Lake and Pontiac at 5:15 a. m., 5:45 a. m., and hourly to 10:45 p. m., 12:00 p. m.  
Special half hourly service Saturdays and Sundays between Detroit, the Junction and Pontiac.  
First car leaves Farmington Junction for Northville at 5:45 a. m. Farmington at 5:50 a. m., and thereafter cars leave Farmington for Northville at 6:30 a. m., and hourly thereafter until 10:30 p. m.; also 12:05 a. m.  
Cars connect at Northville with those for Plymouth and Wayne over the D. J. & C. Hourly limited service to Ann Arbor.

## The Pontiac Savings Bank

E. Beach, President  
F. H. Hale, Vice-President  
Cramer Smith, Cashier.

Capital, \$100,000. Surplus, \$35,000

Interest paid on deposits on Real Estate Mortgages by the State Banking Department, guaranteeing to depositors the security. All business matters handled in a safe and conservative manner.

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Redford, Michigan  
Over Redford Pharmacy  
Telephone 39

Horse for sale, cheap, enquire at this office.

WANTED - 25 head of cattle to pasture. 1 mile north of Farmington. Address, L. Yokey, 200 West Pike St., Pontiac, Mich.

For Sale - One horse wagon, will carry 2700 lbs. Price \$35.00. Fred Pejky, 2 1/2 miles west of Nichols Siding, Farmington, R. F. D. No. 1

For Sale - C. I. C. boar, 1 year old, 1 young sow due this fall, fresh Jersey cow. Enquire of John Morris.

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H. T. McGee.

## Good Word for Religion.

This is a broad-minded age, and the gentleman on the last train, who was in what one may define as the talkative stage, shared the characteristics of the times. 'Tve nothing to say against 'im even if he does belong to P. S. A. I'm no bigot, not a bit of it. An' I say this, that considerin' all things, I've not found these religious chaps to be worse than ordinary fellers like you an' me.' - Manchester Guardian.

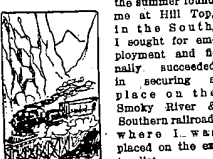
## Daily Thought.

There is a cure in every man's education when he arrives at the conviction that every bit of ignorance; that imitation is suicide; that he must take himself for better or worse, as his portion; that though the wide universe is full of good, he has no kind of flourishing corn can come to him but through his toil bestowed on that plot of ground which is given him to till. Trust thyself; every heart vibrates to that iron string. - R. W. Emerson.

## WHY SLIM QUIT

By JAMES E. WOOD.

(Copyright.)  
The boomerang germ slipped into my blood, and after a restless spring the summer found me at Hill Top, 1 1/2 miles South, I sought for employment and finally succeeded in securing a place on the Smoky River & Southern railroad, where I was placed on the extra list.



After three months of very irregular and trying work I was assigned to regular run No. 1442, an old time-wheeler in my very bad shape. One night after a particularly vicious doubling trip I hurried to the wash-house, ate quickly, and hastened to bed exhausted. I had slept perhaps two hours when I was awakened by some one pounding on my door.

"What's the matter?" I drawled sleepily.  
"It's Red," the call-boy's voice sounded over the transom, "you've got to go north on a fruit train. Hurry up!"

My body ached with fatigue, and I realized that in my condition I was not fit for the cab.  
"Tell the old man I'm sick and can't go out," I called.

To my surprise, Red hurried away without a word, but before I had fallen into slumber he came back and returned and was again pounding on my door.  
"What the devil's the matter," I cried angrily.  
"Aw, who are yer yellin' at?" yelled Red. "Can I help the old man's orders? He says if yer don't come on, yer'll be canned."

"Sonny," says I, restraining a profane outburst, "tell the old man that I said he can take the job and go north with it, if he likes."  
I awoke much refreshed at one in the afternoon, and after a hearty breakfast hastened to the superintendent's office.

He greeted me with a frigid "good evening."  
"I suppose I can get my time?" I asked.  
He nodded.  
"But I'm not going to fire you," he added. "A 60-day rest will do, I think. It will give you a chance to realize that your orders are orders."

I rode to Smoky River on No. 37, and on arriving at my destination, proceeded to headquarters of the P. F. & S. W. I applied for a place, but was informed by the master mechanic that they had hired a number of new engineers and were not then in need of any more.  
I was contemplating a return to Hill Top, when I met an old acquaintance, who told me that the P. F. & S. W. was short of brakemen.

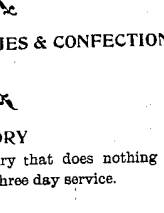
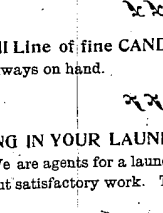
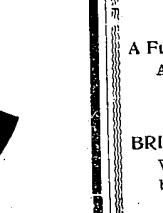
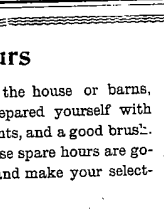
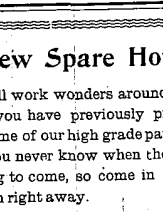
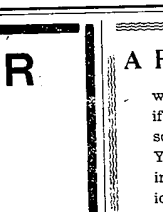
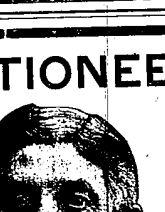
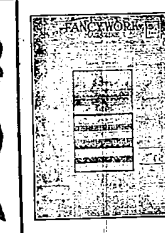
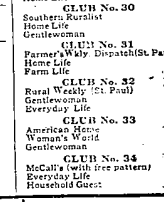
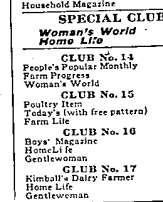
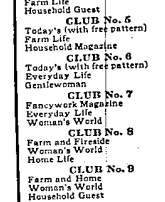
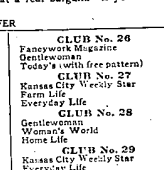
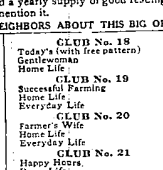
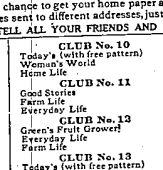
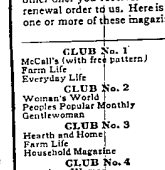
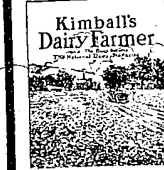
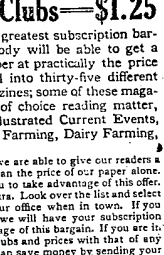
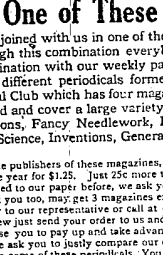
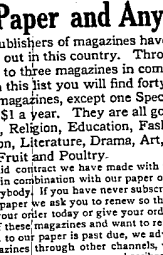
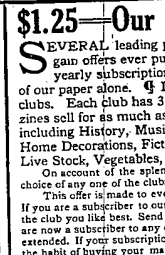
The road was paying \$2.25 for a hundred miles, so I decided to take the job and endeavor to hold it for about forty or sixty days of my lay-off.  
I made my first trip on No. 98, a fast freight. One of the road's new engineers, Slim Post, was our hogcaller. We made very good time, climbing them down and meeting us at a terrific rate. Slim knew that we were doing this and afterwards boasted that he could hold any train on that incline with the air.

We laughed at him, and one old-timer, Williams, warned him that he had better be careful, for he might not show us more than once.  
My next trip out of Smoky River was made on No. 74, with Slim on the rest of the 37.

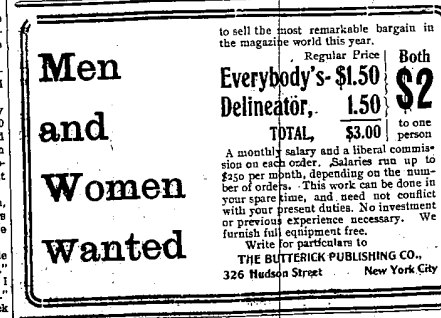
At South Smoky River, the S. M. & S. crossed our route. It was the usual order of things to pass the crossing at about five miles an hour.  
I noticed with some concern that we were making more than ten miles when we clocked over the crossing, and my amazement increased when Slim dumped us over the summit of Sand mountain at almost twenty miles.

Jimmy, the other brakeman in the crew, was back near the middle of the string as we went whizzing down the grade. I was somewhat startled when I saw him set the brakes and hurry back to the engine.  
Our speed rapidly increased, and I had almost decided to ask Slim if anything was wrong when he whistled for brakes.

I set what Jimmy had left and we slowed up slightly. To my astonishment, Jimmy and the con out of the caboose and put the brakes on hard.  
Again Slim called for brakes. I high-balled him. Again he whistled, and once more I high-balled.  
By this time, I was thoroughly alarmed, for we were traveling 50 miles an hour and snapping around curves like a whip. We hurried down the hill, and my terror did not subside until we had stopped about three miles below the station.  
Slim backed us up to the station, and the operator came out with orders asking us to proceed to Waverly, the division point.  
"No, the dispatcher, and the whole road can go plumb to perdition," bawled Slim. "Not another look do I go on a line with such hills as these." He meant it, too, for he walked back to Smoky River rather than ride over Sand mountain.



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