The Farmington Enterprise

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EDITORIALS

"Bottled" Aurora

(Exchange)

With increased emphasis now being placed on the possibility of airlane travel in the upper atmosphere, and with much research work being pointed in this direction, the exact reproduction of the aurora borealis in the laboratory of Professor Joseph Kaplan and Dr. S. M. Ruben of the University of California assumes much more than mere academic importance.

Almost the only clues to conditions between 20 and 100 miles above the earth's surface are given in these displays of hom made "northern lights." The upper atmosphere acts like a giant neon tube whose gases (helium, nitrogen and oxygen, according to Dr. Kaplan and Dr. Ruben) are excited and give off light whenever a prolonged flash of "current" from a discharge of high voltage energy is sent earthward from the sun. Such energy is attracted earthward to the magnetic poles, but there is sufficient voltage spread through the nonpolar atmosphere to cause excitation of ionized atoms for a considerable distance toward the equator.

Strangely, the investigators found they had to go to high pressures in the laboratory to produce the low pressure auroral phenomena, and that the higher the pressure the better the reproduction. In fact, every so-called "forbidden" line or band of the spectrum of the aurora has now been produced in the laboratory; all were found in the auroral afterglow.

Not only will these studies aid physicists and meteorologists working on upper air problems, which can now be investigated in the laboratory, but the experiments will also aid the study of light from stars and the identification of characteristic which heretofore have been cut out or distorted by the earth's atmosphere.

Winter Wings

(Christian Science Monitor)

January—and skiing is in the very air. So are some of the more expert skiers. For the rest of us, too, the sport is becoming more available. It isn't only the snow trains, and the cables that pull you up the hill again; there are full-sized books on how to ski, and schools to help the student's standing. In skiing, we infer, as in other walks of life, one should not attempt to begin at the top. If the pupil gets a good grade halfway up is high enough to start to career.

The new year sees skiing definitely in the ranks of those pursuits that can be called serious, not because it has become a part of national defense; soldiers on skis made history decades ago. But like military strategy, navigation, aeronautics and politics, skiing seems about to attract that most dogged, intense and sober following, which is made up of people in armchairs.

There will be gaspings and puffings and yelps around many a hearth this season, no doubt, as Mrs. Humpty feels herself take off in space from a hundred-foot ski jump and Mr. Dumpty takes a fanciful curve at the edge of some mental glacier. To help with the illusion, a national magazine of winter sports is arranging a display of winter pictures for New Yorkers.

Possibly some of them will be reproduced for armchair skiers. Between the efforts of art and education, skiing may even be in danger of becoming one of those subjects about which nearly everyone knows more than the experts.

Relic of Stagecoach Days

(Christian Science Monitor)

A glance at the map of Georgia reveals at once why the United States Housing Authority lumped eleven counties in the southwest portion of that State in its plan for a rural housing project there. Such projects usually are planned for individual cities or counties, but Georgia is unusually blessed with counties—if that is the right verb. Its 58,725 square miles are divided into 160 of them, some so small that there is hardly room in which to print the name of the county seat.

In this day of good roads, automobiles, two-way police radios, telephones, and airplanes, there seems little excuse for such duplication of courts, officials, and operating costs as a multiplicity of counties imposes upon taxpayers. Georgians must maintain more county governments than any other State in the Union with the exception of Texas, which is five times as large as Georgia. Alabama, which is about Georgia's size, has only 67 counties.

Georgia made a start at county consolidation in 1931 when the voters of the adjoining county of Campbell agreed to consolidate with Fulton County, which contains Atlanta. But Georgia is not alone in suffering from too many counties. Missouri, Kentucky, and North Carolina are others. Indeed, there is hardly a State in the Union which would not find it beneficial to reduce the number of its counties. Their superfluity is a survival of the age of tallow dips, saddle bags, and circuit-riding lawyers.

Ready Speech

(Exchange)

The rather obvious truth has been widely advertised that the conversation one speaks engagingly and well is likely to be more welcome to hearers than that of another who speaks tiresomely and ill.

This idea is now beginning to function in the academic groves—Lehigh University, Rensselaer Polytechnic Institute, Lafayette College, Brown University, and others. At Lehigh a course in speaking has been included in the electrical engineering curriculum. "It is no longer sufficient," says Prof. L. V. Bewley, department head, "for an engineer to have a good idea. The engineer today must be able also to sell his idea, whether it be to his boss, to a group of his colleagues, or to a professional society."

Rennsalaer Polytechnic has this year included the considered practice of speech as part of the prescribed work for freshmen. A report from Lafayette defines what may be called the blanket intention of this academic interest: to impart to students "the ability to collect and associate ideas readily and to feel free to talk when they are on their feet." It comes from Brown that students "are more keenly aware than ever before of the importance of being able to express themselves clearly and effectively."

College environments offer particular opportunity in this field. In some courses a phonograph shows the student how he expressed himself on a topic at the beginning of the term—and how he expresses himself at the end of it. Students can debate, cross-question each other, and give talks in public for practice. A class banquets itself toward the end of a term, and each banqueter makes an after-dinner speech. But so, for that matter, do adult education courses or community groups in many places provide practice forums. Sir Walter Scott said of a character in the "Lady of the Lake":

His ready speech flowed fair and free,
In phrase of gentlest courtesy.

The effort to achieve this ability is in a useful direction.

Penguin Puzzle

(Exchange)

"Oscar is back," the news flashes triumphantly from Ocean Park, California, and encircles the globe. The penguin movie actor disappeared on Christmas Day. For some reason, not yet explained, the door of his cage on the pier had been left open. Just discovered, two weeks later, swimming fifty yards away, he was enticed into returning by a dinner of fresh sardines.

It all sounds beguilingly simple. Penguins it is well known, are inordinately fond of fish. It was the lowly shrimp which provided "Mr. Popper's" penguins with their staple diet, and, it will be recalled when the testimonial, "Popper's Performing Penguins thrive on Owens' Oceanic Shrimp," had appeared in all the leading magazines, "Mr. Popper" was in a position to collect free cans of shrimps at any grocery store. Wait till the sardine canners hear of Oscar!

Not disputing the motive for return, still the mystery of Oscar's disappearance remains unsolved. Where was he during the two weeks when his friends were so concerned about his fate? One might ask Oscar, but the answer doubtless would look as blank as his white shirt front.

Send in your news items.

CHURCHES

All notices for this column must be in the Enterprise office not later than Tuesday at noon.

SALEM EVANGELICAL
Rev. Carl Schultz, Pastor
Church at 10:00.
Sunday School at 11:00.

CLARENCEVILLE M. E.
Rev. W. J. Prisk, Pastor
Church service, 10 a. m.
Sunday School, 11 a. m
Evening service, 7:30 p. m.
Thursday evening, 7:30 p. m.

OUR LADY OF SORROWS
Rev. John J. Larkin, Pastor
Sunday Masses at 7:00, 8:30, 10:30 a. m., and at 12 noon.
Masses on Holy Days at 6:00, 7:30, and 9:00 a. m.
Daily Masses at 6:30 and 8:00 a. m.

REDFORD GOSPEL TABERNACLE
18000 Lahser Road
Sunday School, 10:00 a. m.
Pentecostal prayer and praise service, 11:00 a. m.

FIRST BAPTIST
"The Friendly Church"
Gilbert A. Miles, Pastor

Morning prayer meeting, 10:15.
Morning worship, 10:30.
Bible School, 11:45. We have a good class for every age, group and all who are not attending some other school are invited to come.
B. Y. P. U., 6:30.
Evening evangelistic meeting at 7:30.

West Point Bible Church
Seven Mile W. & Farmington Rds.
West Point Park, Michigan
Rev. J. H. Sandercock, pastor

19020 Woodering avenue
Phone 584-J1
Mr. P. Amstutz, assistant pastor
Rev. E. B. Farnum, superintendent
WINTER SCHEDULE
Sundays
Sunday School, 10 to 11 a. m.
Morning Worship, 11:15 to 12:30.
Junior Church, 3 to 4 p. m.
Evangelistic Service, 7:45 p. m.
Tuesdays
Prayer Meeting and Divine Healing instruction (we pray for the sick), 8 p. m.
Fridays
Missionary Meeting, 1:30 to 3:30 p. m.
Child Evangelism, 4 to 5 p. m.
Bible Institute, 7:30 to 8:30 p. m. (accredited Moody Bible Institute courses).
OUTSIDE ACTIVITIES
Mondays
Mexican Missionary Work (Detroit).
Wednesdays
Evangelistic Team (at missions and churches anywhere scheduled.

If you are interested come with us.)
Saturdays
Tract Distribution (local and outside).
"You are Never a Stranger."

FARMINGTON GOSPEL ASSEMBLY
23608 Warner Avenue
Rev. and Mrs. Hubert L. Tomlinson
Pastors. 22405 Sherwood Ave.
Sunday School, 9:45 a. m.
Worship, 10:45 a. m.
Evangelistic, 7:30 p. m.
Cottage prayer service Wednesday at 7:30 p. m.
Teaching, preaching and singing the gospel of Christ.
Everybody welcome.

FIRST METHODIST
Rev. Delmere Stubbs, Pastor
Morning Worship at 10:30. Sermon by the minister.
Church School, 12 noon.
Junior League 5:30.
Sunday Evening Club 7:00.

CHRISTIAN SCIENCE SOCIETY
New High School Auditorium
Farmington, Michigan

"Love" will be the subject of the Lesson-Sermon in all Christian Science Churches throughout the world on Sunday, February 2.

The Golden Text (Jeremiah 31:3) is: "The Lord hath appeared of old unto me, saying, Yea, I have loved thee with an everlasting love: therefore with loving kindness have I drawn thee."

Among the Bible citations is this passage (I John 4:7,8): "Beloved, let us love one another: for love is of God; and every one that loveth is born of God, and knoweth God. He that loveth not knoweth not God; for God is love."

Correlative passages to be read from the Christian Science textbook, "Science and Health with Key to the Scriptures," by Mary Baker Eddy, include the following (p. 275): "The starting-point of divine Science is that God, Spirit, is All-in-all, and that there is no other might nor Mind,—that God is Love, and therefore He is divine Principle."

Let brotherly love continue.—Hebrews 13:1.

Send in news items EARLY.

FARMINGTON LODGE NO. 151 F. & A. M.

Regular meetings at 7:30 p. m. on the second Monday of the month.

First Degree, Monday evening. Worshipful Master is James Smith. James L. Hogle is secretary.

Dr. Joseph W. Norton
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for a house left deserted
IN THE EVENING

When you go out for the evening, leave a light turned on. A 40-watt lamp costs *less than one cent* for six hours. For helpful suggestions about your home lighting, call any Detroit Edison office. No charge.

To Conduct Services

Robert Forbes Taylor, preacher-violinist of Pasadena, California, and his wife, Mary, (above), will conduct a service of music and gospel message at the Methodist church on Thursday evening, February 6, at 8 p. m. The message will be "The Shepherd's Psalm."

Modern and Old-Time
DANCING
Every Saturday Night at
GRAMER'S HALL
11Mile and Inkster Rd.
Admission 25c

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MILK, ICE CREAM
Phone 135

America
STILL A YOUNG, GROWING COUNTRY

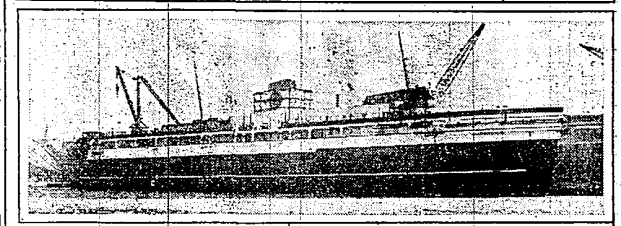
Many of the nations of the Old World had ceased to grow in material wealth even before the war began its destruction; the density of population in many of these lands offered little hope for individual development.

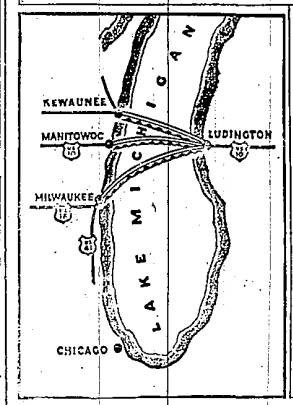
America is more fortunate. Despite the tremendous progress made in the past half century, we still have the power of young manhood, the wealth of untapped resources to carry us to still greater heights.

America will go forward, surviving all obstacles. The American spirit and the American way of life will not falter nor fail

THE FARMINGTON STATE BANK
Farmington, Michigan
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

Her Maiden Trip Planned for Feb. 15





Her construction virtually completed, her machinery installed, the new $2,000,000, all-steel City of Midland, world's largest carferry, is scheduled to steam out of Manitowoc, Wis., for her maiden crossing of Lake Michigan, on February 15, loaded with a full cargo. Painters have just finished her rakish stack displaying the large red-ball insignia of the Pere Marquette fleet. Workmen (lower right) are grinding welds on the ship's bridge. Map shows the three trans-lake routes of the year-round carferry service connecting Ludington, Mich., with Wisconsin ports.

Master shipbuilders and craftsmen, working in day and night shifts, are busy putting finishing touches to the interior construction and decoration of the $2,000,000, streamlined City of Midland which is scheduled to start active carferry service across Lake Michigan next month.

February 15 has been fixed tentatively as the date for the maiden trip which will inaugurate her all-year-round operation as flagship of the Pere Marquette fleet in the trans-lake transportation of passengers, automobiles and loaded freight cars.

Prior to this maiden crossing, the City of Midland, which has a guaranteed service speed of 18 miles an hour, will be put through her paces in a trial run along the Wisconsin side of the lake. Aboard for this "sea trial" will be representatives of the Manitowoc Shipbuilding Company, her builders, executives of the mechanical and operating departments of the Pere Marquette Railway Company, and officials of the U. S. Bureau of Marine Inspection and Navigation.

The ship will be thoroughly tested for maneuverability, for precision of navigation instruments, for efficiency of all other equipment, and for satisfactory operation generally. Shipshape, resplendent in her finish and appointments, and with her public spaces luxuriously furnished in the modern manner, this largest, fastest, and most modern carferry ever built will then be ready for service.

Looks Like Ocean Liner

At her berth, adjacent to the shipyard, this all-steel carferry has now every outward appearance of a completed ship. Viewed from the river bank opposite her moorings, her rakish stack, displaying the huge red-ball insignia of the Pere Marquette fleet, and the superstructure atop the huge but graceful hull, seem to dominate the Manitowoc skyline. The flowing white band encircling her black hull accentuates her streamlined design and gives her more the appearance of a fast, modern liner of the trans-Atlantic lines than that of a Great Lakes carrier.

Few signs of activity are visible on her decks; but, deep in her insides, there is a hubbub of activity as scores of workmen go about allotted tasks having to do, mainly, with precision adjustments to machinery, and with decorating and furnishing the ship's 74 staterooms, including 12 master suites, and her various public spaces. These public spaces include the main dining salon, forward on the main deck, accommodating 60 persons at a sitting; the two glass-enclosed smoking rooms, the main lounge, and the gas-enclosed after lounge for observation. The de luxe interior decoration of the ship is being handled by a Chicago firm of decorators.

Installed and ready for "sea trial" are the four huge, water-tube boilers, fired by automatic stokers, and the two propelling engines of the uniflow poppet-valve type—largest of their kind ever built.

Full Cargo for Maiden Trip

The City of Midland will steam out of Manitowoc on her 62-mile maiden trip from that port with her 4-tracked main deck loaded to capacity with railroad cars transporting the product of one of Wisconsin's dairy industries. The White House Milk Company, subsidiary of the Great Atlantic & Pacific Tea Company, arranged for this capacity shipment which is to move, via Ludington, over the Pere Marquette Railway and connections, to destinations east and south of Michigan. This shipment, which consists of evaporated milk manufactured at Manitowoc, is a manifestation of the interest of Wisconsin shippers in the newest fleet unit of the Pere Marquette and her anticipated contribution to the trans-lake carferry service over the Ludington-Manitowoc route.

This route, along with routes to Milwaukee and Kewaunee, has been developed by the Pere Marquette as an important "bridge-line" for railroad traffic to and from the Northwest and points east and south of Lake Michigan. The six steel carferries plying these routes, in 1939, carried 100,738 freight cars, 18,724 automobiles and 60,536 passengers. Business is being handled over these routes in gradually increasing volume. Because they afford a by-pass of Chicago, busiest of rail terminals, these routes will have an even larger transportation significance in the event of a substantial traffic upsurge from the activities of national defense. The Ludington-Manitowoc route furnishes a straight-line, trans-lake link in U. S. Highway 10, which saves motorists the long detour around the southern tip of Lake Michigan.

Less ceremonious than her christening, which was witnessed by more than 20,000 persons at Manitowoc, on September 18, will be the induction of the City of Midland to active carferry service. A cross-section of Manitowoc's population will be on hand to see her off. The Manitowoc Marine Band, which sounded hosannahs at her christening, will say "bon voyage" with music as the ship churns her course toward Michigan for the first time. Her shipbuilders, business men of Wisconsin, and executives of the C. and O. and Pere Marquette will be among her passengers on this initial voyage across the lake.

Welcome at Ludington

Paralleling Manitowoc's "send-off" at departure will be the welcome that will be accorded to the City of Midland on her arrival at Ludington. She is being awaited there with unusual interest because of the descriptions of her luxuries and her equipment that have preceded her. On hand to greet her will be Ludington civic officials, local residents, and persons from nearby localities.

Opportunity will be afforded at Manitowoc, before departure, and at Ludington, after arrival, for public inspection of the new carferry, which has an overall length of 406 feet and a displacement of 8,200 tons.

Start a Fire But Once a Year WITH THE Locke WARM MORNING HEATER!
Semi-Automatic Magazine Feed

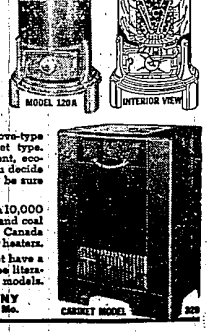
HOLDS 100 LBS. COAL!
Heats All Day and All Night Without Refueling!

Here's the coal heater that's years ahead... entirely new and different! By its patented construction principles it makes coke from coal, then burns the coke without smoke or soot. No clinkers—only fine ash.

The WARM MORNING HEATER holds 100 pounds of coal and feeds fuel semi-automatically from magazine. Start a fire but once a year... then enjoy steady, clean heat in abundance all winter long.

WONDERFUL FUEL SAVER—Requires less attention than most furnaces. Burns any kind of coal, coke or wood. Made in regular stove-type models, also in handsome cabinet type. All models give the same efficient, economical heating service. Before you decide on any kind of heating equipment, be sure to see the WARM MORNING!

SEE YOUR DEALER—More than 10,000 retail hardware, furniture, lumber and coal dealers throughout 40 states and Canada recommend and sell Warm Morning heaters.

FREE LITERATURE—If you do not have a dealer nearby, write at once for free literature illustrating and describing all models.

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