

CHURCHES

Baptist Church,
Rev. E. W. Palmer, Pastor

10:30—Morning worship and communion service. The right hand of fellowship will be extended to the new members. The sermon will be the first of a series on the book of Philippians. The theme is "Joy In Suffering."
11:45—Bible School. Last Sunday we reached a new record in attendance. Let us keep up the good work.
6:30—Young People's Hour. All young people are invited.
7:30—Evangelistic service. We are having real old fashioned singing and testimonies.
This week the Pastor will preach on "The Great Prayer Meeting."
We meet each Wednesday night for Bible Study and Prayer.

St. Paul's Evangelical Lutheran Church, Clarendenville
(At Switzer Road)
Rev. Paul Graupner, Pastor

9:30—Sunday School.
10:15—Confessional service, with Holy Communion.
2:00—Quarterly Voters' meeting. Ladies' Aid meeting at parsonage.

Take Advantage

OF OUR NEW
PRESSING MACHINE
SERVICE



Pressing men's and women's clothes on short notice. Only one in Farmington!

Overcoat REPAIR WORK

Linings and complete repairs. Men's Overcoats made to measure.

Farmington Cleaners and Tailors.

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October 13 at the Coliseum on the State Fair grounds the Lutheran churches of Greater Detroit will have a giant celebration of the 400th anniversary of Dr. Luther's catechism. Watch announcements next week.

Evangelical Church

Rev. A. A. Schoen, Pastor

Sunday School, 10 a. m.
German service, 10-11 a. m.
Rally Day service, 11 a. m.
Every Christian is a bondholder in the Kingdom of Heaven.

Clarendenville M. E. Church
Rev. Robert Richards, Pastor

10:30—Morning worship.
11:30—Sunday School.
7:30—Evening service.

Our Lady of Sorrows Church
Rev. James A. Callahan, Pastor

Sunday masses at 7 a. m., 8:20 a. m., and 11 a. m. (Summer schedule.)
Daily mass at 8:00.

Methodist Church

Dr. H. Addis Leeson, Pastor

The services on Sunday will mark the beginning of the new fiscal year. The congregation is greatly gratified at the report of the successful financial ending of the year with all bills paid and no deficit. Dr. Leeson will preach on Sunday morning on the subject, "Going to Shout All Over God's Heaven."
In the evening the second of the special musical evenings entitled "Chas. Wesley and His Hymns."
The first Quarterly Conference of the new year is to be held on Thursday evening under the leadership of the new District Superintendent, Dr. John E. Martin of Ann Arbor.
The Sunday Noon Club is meeting at 12 o'clock on Sunday for re-organization. All men are invited to lend their encouragement to the successful promotion of this friendly, discussion group of men. Chas. Pettibone is president.
The date of the Centennial Celebration has now been definitely fixed at November 3rd.

WEST FARMINGTON

Mrs. Irvin Knapp
PHONE 4081

Miss Ethel Seeley is spending a few days with Mr. and Mrs. Guy Seeley and family.
Mr. and Mrs. Irvin Knapp, son William and Mrs. Edith Graham called on Mr. and Mrs. C. E. Knapp in Detroit Sunday.

Mr. and Mrs. Lafeneer are the proud parents of a baby girl born Friday, September 27.

Mrs. Ralph Schlusser spent Thursday afternoon with Mrs. Charles Heliker.

Mr. and Mrs. L. W. Giegler of Hartland spent Tuesday and Wednesday with relatives here.

Several members of the North Farmington Auxiliary joined in a tour at West Bloomfield Town Hall and visited the Infirmary and T. B. Hospital at Pontiac Tuesday.

Fred Schroeder has completed the foundation for a new house on 12-Mile road.

THEY STEAL YOUR SHIRT BUT THEY WEAR NONE

On hot days, New York's "boiler-room" operators, that is, "tipster" agents who attempt to land "suckers" by telegrams, market letters, and long-distance telephone calls, frequently "work" without coats, shirts, collars or even trousers. A recent investigation by the Better Business Bureau of New York City proved this.

A "boiler-room" itself is lined with a battery of telephones, mailing equipment and telegraph call boxes, all manned by a crew of notoriously high-pressure, half-clad salesmen.

The "editors" of these so-called "market letters" posing as disinterested financial counselors to the general public, are loath to reveal the location of their secret traps for unsuspecting investors.

"Get in at once," urge their telegrams. "This security looks like a sure money-maker." "Take my tip, Mr. Brown, and I know you will be so pleased that you will write us a letter of appreciation later on," says the voice of the "boiler-room" operator over the long-distance telephone from New York City.

One particular outfit had purchased a block of aviation stock at \$10 a share and the "boiler-room" was reselling it to the public at \$25. There was no other known market for it. The tipster pocketed the fraudulent profit.

Before You Invest—Investigate.—Better Business Bureau of Detroit, Inc.

The first telephone exchange in the State of California was opened at San Francisco on February 17, 1878.

CHEVROLET FINDS THAT CARE IN DRIVING CARS WOULD BOOST MILEAGE

Millions of dollars could be saved annually by the automobile-owning public through a more strict observance of the factors that control the gasoline mileage offered by the average automobile, it has been revealed in a survey on fuel economy completed by the Chevrolet Motor Company.

A gain of from two to five miles on the gallon of gas could be effected, on the average, it was shown, if the motorist paid strict attention to the elements that govern fuel consumption.

Just how this attention to fuel economy brings its reward is illustrated in records of performance coming in to the company's offices, which show that although the Chevrolet Six is expected to run approximately 20 miles to the gallon, motorists in various sections of the country are getting 23, 24 and 25 miles through just a little added attention to the matter.

The majority of items to be watched are rather obvious to the average automobile owner, but through an inadequate appreciation of their importance, are commonly overlooked.

Everyone reads it—Our Want Ad Column.



Clarendenville I. O. O. F.
No. 427
Grand River at Eight-Mile road
Every Wednesday, 8:00 p. m.

Liners in the Enterprise bring News items are always well come at the Enterprise.

Manufactured by C. E. DePuy Co., Pontiac, Michigan

PONTIAC

A "Common Sense" Brand
Michigan Made—Michigan Quality

An ideal ration with pasture feeding, and when pasture is dry and short. Will maintain a good flow of milk throughout the season and keep the cows in excellent condition.

Sold and Distributed by
Farmington Roller Mills
FARMINGTON, MICH.

FOR
SINCLAIR SERVICE

Call Phone 91

Farmington Michigan

FERNS
25c to \$1.00
at Greenhouse

WOOD'S GREENHOUSES

Fresh flowers or urnerals

45-46

Compare features

to learn how much more Oakland gives for its price

Proof that Oakland is America's finest medium-priced automobile

The following facts were obtained from a comparison of the Oakland All-American Six with 20 other medium-priced automobiles. All told, 878 individual comparisons were made. Of these Oakland proved to be distinctly superior in 451 or 51.37 per cent. The 20 cars combined were at best equal to Oakland on 387 or 43.30 per cent. And 13 of the 20 were higher-priced than Oakland!

WHEELBASE

Only one car as low-priced as Oakland has a wheelbase as long as Oakland's, which is 117 inches. That car requires a turning circle to the left of 42 feet as compared with Oakland's 36 feet. Six higher-priced cars have shorter wheelbases.

BRAKES

Only Oakland and one other car in its field use the fine type of brakes which Oakland employs. And no car in the field equals Oakland's 290 square inches of brake band area. Oakland's separate emergency brake operates on the transmission. Seven cars in the field have no separate emergency brakes, although three of them exceed Oakland in price.

Prices: \$1145 to \$1275. f. o. b. Pontiac, Mich., plus delivery charge. Spring covers and Leather Shoes (optional) included in list price. Bumpers and rear fender guards extra. Cash Motor Time Payment Plan available at option. rate.

Consider the delivered price as well as the list (f. o. b.) price when comparing automobile values. — Oakland-Pontiac delivered price includes only essential charges for factory and delivery and the charge for any additional accessories or financing desired.

Oakland-Pontiac Sales

Phone 337 Farmington, Mich.

OAKLAND \$1145

ALL-AMERICAN SIX

PRODUCT OF GENERAL MOTORS

"Behold, I have set before thee an open door, and no man can shut it"

— Revelation

"Let There Be Light"

WHILE Thomas Edison was busied with the development of his incandescent lamp, he undertook to improve the electric generating machine. The best generator then in existence—designed by Gramme—possessed an efficiency of about 40 per cent, but this seemed too great a waste of energy to Mr. Edison.

Scientists at the time maintained that the armature of the generator should be wound with a high internal resistance. Mr. Edison concluded that they were on the wrong track, and proceeded to design his armature for minimum resistance. When tested, his generator returned 90 per cent of the mechanical energy put into it.

In New York City in the spring of 1881, the Edison Machine Works began the construction of the first successful direct-connected steam dynamo. The combined weight of the generator and engine was 30 tons. Its size excited great wonder, and resulted in its being called "Jumbo"—the name of a very large, tame elephant at the Zoological Gardens, who was a favorite with the children because of the pumber he would carry at once on his back.

HAVING invented a filament lamp, a dynamo, and a house-wiring system, Thomas Edison began the construction of a generating station in a four-story building on Pearl Street, New York City, from which to supply current for lighting homes and commercial premises.

To support the weight of the engines and dynamos in this historic Pearl Street Station, the old flooring was torn out and a structure of heavy girders erected, entirely independent of the building walls. There were four boilers rated 240 horse power each, and six "Jumbo" dynamos each with a capacity of 1200 lamps of 16 candle power.

Mr. Edison passed several months in the building, day and night, making experiments and tests. The station was started September 4, 1882. Less than a month later, on October 1, there were

connected to the station, in customer's installations, 1,284 lamps; on January 1, 1883, this had been increased to 3,477 lamps, furnishing service to 231 customers.

In 1884, the first motor was connected to the system, and the first arc lamp of the "multiple" type in 1889.

The original district served extended from Wall Street to Spruce and Ferry Streets, and from Nassau Street to the East River—a territory of about one square mile, requiring about 18 miles of Edison underground feeder and main tubes.

The historic Pearl Street Station did the remarkable work of demonstrating not only the practicability, but also the commercial success of the Edison system—that epoch-making series of Mr. Edison's inventions for generating, distributing, and utilizing electric current. The station was totally destroyed by fire in January, 1890, only one "Jumbo" surviving the wreck.

JUMBO No. 1 was sent to the Paris International Electrical Exposition, where it was hailed by scientists and engineers from all lands as a marvel of perfect electrical and mechanical construction. It had a capacity equal to about 700 of the 16 candle-power Edison lamps. Construction was begun at once on "Jumbo" No. 2 with a capacity of 1000 lamps. It was shipped to London with Jumbo No. 3 (capacity 1200 lamps), and installed in the Holborn station of The Edison Electric Light Company.

Subsequent "Jumbo" generators were constructed substantially like Jumbo No. 3, with only minor changes. From all records now available, it appears that twenty-three were built, distributed as follows: Paris Exposition, one; Holborn Viaduct, three; Pearl Street, New York, eight; Milan, Italy, ten (of which one, at least, was obtained from Holborn Viaduct); and Santiago, Chile, two.

Two "Jumbos" were constructed in France, at the factory of the Societe Industrielle et Commerciale Edison, Irvy sur Seine, and installed in the basement of the Paris Opera House in 1884.

No. 1 Jumbo Steam Dynamo

This is the third of a series of historical memorios published by The Detroit Edison Company in honor of

THOMAS ALVA EDISON

reviewing his influence on the development of the Electric Light and Power Industry. The fourth will appear in this paper next week.