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LOCALS

The Misses Ruth and Doris Schroeder spent the weekend with their mother, Mrs. Marie Schroeder, returning to Ionia Sunday evening.

Mr. and Mrs. Charles Diamond entertained at dinner on Sunday, Mr. and Mrs. J. R. Worford of Chicago, and Mrs. A. C. Worford and daughters, Marjorie and Betty Jane.

Last Thursday evening Mrs. Nellie Each gave a farewell party honoring Edwin K. Tamm and family. Cards were played during the evening, and luncheon served.

Mr. and Mrs. LaVerne Turner and small daughter have moved into their new home on Sitlawassee avenue, after spending the past three months with Mr. and Mrs. Clarence Bickling.

Mrs. Clyde Adams entertained her sister, Mrs. Herbert of Anchorville as her guest all day Wednesday.

Thomas Houghten and daughter, Miss Mable Houghten, spent Sunday with Mr. and Mrs. Manley Newman.

Rev. and Mrs. Stevenson of Midland spent last Thursday and Friday at the guests of Mr. and Mrs. Fred L. Cook.

Homer Eisenlord and Bernard Banfield spent Tuesday in Greenville, where they and their hunting companions visit during hunting season.

Miss Betty Jane Worford leaves on Saturday to enter Michigan State Normal College at Ypsilanti.

Mrs. Alice Morrow of Pomona, California, is visiting her brother, Amos, and family.

Mr. and Mrs. Maurice Noviel of London, Michigan, spent Thursday afternoon and evening with their aunt, Mrs. Phoebe Ross.

Miss Margaret Jack and Miss Catherine Hinkley of Rockford spent the weekend with the latter's uncle and aunt, Mr. and Mrs. Fred L. Cook.

Joe DeVriendt and Carl Goers are in Boston attending the national American Legion convention as delegates from the Farmington post.

Miss Margaret Gorman returned to her home in Seattle, Washington, Wednesday after spending two months with her sister, Mrs. E. A. Hink.

Mrs. David Prindle fell last Friday and injured her ankle. She is recovering nicely at her home on Wilmarth avenue.

Mr. and Mrs. Ralph Auten and Mr. and Mrs. Charles Muether entertained a number of out-of-town guests at their homes over the weekend. The guests had come to Farmington to attend the wedding of Beatrice Auten and Robert Muether.

Mrs. Myra Taylor of Salem and her brother-in-law and sister, Mr. and Mrs. Gude of New York City were the Tuesday evening dinner guests of Mr. and Mrs. Clyde Adams.

Mr. Richard Russell left for Florida Friday on a business trip. Mr. and Mrs. Frank Stone of Detroit and Mr. and Mrs. Ed Walker of Dearborn were Sunday visitors at the Robert Boverman home on Thirteen-Mile road.

Mrs. William Chamberlain attended a shower Saturday evening honoring Mr. and Mrs. Harley Chamberlain. The shower was held at the home of Mrs. Fred Haller on Maple road, near Orchard Lake.

Mr. and Mrs. Harry Lapham entertained as their Sunday evening dinner guests Mr. and Mrs. James Newlin of Pontiac.

Miss Lee Himmelspach, daughter of Mr. and Mrs. Joseph Himmelspach, underwent an appendectomy at Pontiac General Hospital Monday.

The Sunshine Harmony Circle of the Methodist Ladies' Aid will meet on Thursday, October 3, at one o'clock at the home of Mrs. Earle Smith, 15310 Warwick road, Detroit.

On Wednesday afternoon, Mr. and Mrs. LaVerne Turner, Mr. and Mrs. Clarence Bickling, and Miss Christine Bickling attended the wedding of Lloyd Bickling and Miss Lillian Malle at Sylvan Village.

Mrs. Fred Cook and guests, Miss Catherine Harlan and Miss Margaret Jack, spent all day Saturday in Detroit.

Mr. and Mrs. Robert Fredericks, Mr. and Mrs. L. A. Mansfield, Mr. and Mrs. Walter Dixon, Mr. and Mrs. Henry Miner, Mr. and Mrs. Edwin Tamm, and Leona Tamm enjoyed last Sunday in the Irish Hills. After a picnic lunch the party visited two of the Walker Caverns.

Mr. and Mrs. David Messell of Karl avenue returned home Monday after spending the week-end with their son, Edward, at Waters, Michigan.

Mr. and Mrs. Curt Brammer (Beth Bagnall) of Jackson are the happy parents of twin daughters, born Monday evening, Sept. 23.

Mrs. Phoebe Ross spent last week at Flint visiting her nephew and niece, Mr. and Mrs. Ed Hager.

Mr. and Mrs. Homer Eisenlord and Mrs. J. C. Gravin visited Mr. and Mrs. Clinton Spies Sunday evening. Mr. and Mrs. Spies, the former Florence Gravin, were married last week.

Mr. and Mrs. Alfred Smith, motored to White Pigeon over the week-end, bringing Mr. Smith's mother back with them to spend the winter.

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2 BIG FEATURES ALWAYS 2

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WITH VIRGINIA BRUCE • DENNIS MORAN
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MICKY ROONEY
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TUES., WED., THURS., Oct. 1-2-3

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ANDY DEVINE • HELEN VINSON

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BUTTER	lb.	29 1/2 c
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MAXWELL HOUSE, CHASE & SANBORN, LAFER BROS., TABLE KING		
HEINZ CATSUP, 14 oz.	2 for	35c
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CELERY or CARROTS	2 for	9c
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We Carry a Full Line of VITALITY Feeds		
MEATS		
BEEF POT ROAST	lb.	19c
PORK ROAST, Picnic Cut	lb.	13c
LEG O' LAMB	lb.	29c
CLUB FRANKFURTERS	lb.	15c
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OUR FOOT LOCKER PLANT IS NOW IN OPERATION. INQUIRE AT THE STORE OR CALL 340		

OLDSMOBILE TO OFFER SIX NEW AUTO SERIES

Oldsmobile launches its 1941 series with a display of six new series—three sties and three eight-cylinder models—that present the widest variety ever offered in the 45-year history of the company. There is now both a six and an eight-cylinder Oldsmobile in each of the three price fields which the company covered in recent seasons.

Oldsmobile's exclusive Hydra-Matic Drive, that eliminates the clutch, clutch pedal and shifts gears automatically, is again optional, at extra cost, on all models, and due to enlarged production facilities, promises to be a decisively greater sales factor in 1941. Increased room and comfort, greater engine power, striking new body designs, and scores of detailed improvements all bear witness to the progress that carried Oldsmobile in 1940 to the highest sales marks the company ever reached.


Examination of Oldsmobile's six lines of cars reveals that in the low-priced field, this year, the Special Series replaces the "60" models of former years. Wheelbase of this series has been extended to 119 inches, and horsepower of the six-cylinder model has been upped to an even 100 from the 95 of last year. Wholly new, and bound to attract keen interest in this highly competitive market is the new eight-cylinder Special Series, with 110 horsepower.

In the popular-price field, the "70" series of last year has for successor, the Dynamic Cruiser Series. The bodies of this line are brand new, and are a radical departure from any previous Oldsmobile design. The name Dynamic was chosen to suggest the feeling of fleet motion conveyed by these new cars. The long, low arching sweep of the top from windshield

to rear bumper is as eloquent of speed as the fuselage of an interceptor pursuit ship. A four-door sedan and a club sedan are included in this series, with either six or eight-cylinder engines, on a generous wheelbase of 125 inches.

Hydra-Matic continues as a point of intense public interest in the 1941 models. Again listed as an optional feature, at extra cost, it consists of a combination of liquid coupling and fully automatic transmission, and without exaggeration it simplifies driving to a mere starting, steering and stopping. Perhaps the most significant fact about the Hydra-Matic Drive for 1941 is that, after wide service in the hands of 25,000 owners, not a single change of importance has been found necessary in it. An interlocking control has been devised which automatically places the control lever in neutral position when the starter pedal is depressed, and the addition of this minor safety factor has been the greatest change made in the Hydra-Matic Drive for 1941.

Therefore all things, whatever you would that men hold to do you, do ye even so to them: for this is the law and the prophets.



This is part of your LIGHTING SERVICE

Would you like to have the light in your home measured? A room-by-room checkup with the Light Meter is available to Detroit Edison customers without charge. Phone your Detroit Edison office.

PLAN COMPLETION OF NATION'S FIRST MILITARY ROAD

The first military road project in America under the current national defense program was approved this week by the War Department for Fort Custer, near Battle Creek, announced Murray D. Van Wagoner, state highway commissioner.

At the request of the Federal Public Roads Administration, Van Wagoner ordered his department to revise its entire Federal construction program at once so a \$200,000 project for a four-lane concrete highway inside the fort can be completed before freezing weather this year.

Advertisements for bids were published this week and opened at Lansing on Wednesday, Sept. 25. Work will start at once on the 2 1/2

Adaptation of the War Department order for new roads several weeks ago in view of the expansion program now under way at Fort Custer and the plans to start transporting of military equipment and training of troops there.

"We cut all corners to hurry the fort for new roads and rushed through a survey of the needs of our proposal to the public roads administration," he said.

"Monday they wired us that the War Department has ordered the work done at once. We advertised for bids before the public roads administration had given final approval of construction plans, but we anticipate no trouble on that score."

Say you saw it in The Enterprise

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Mattress Pads	\$1.25
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SINGLE AND DOUBLE COTTON BLANKETS \$1.00 to \$1.79
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Announcing the big

NEW FORD 1941

In some years, some cars take a big jump ahead. *The Ford does that for 1941.*

It has jumped ahead in size. It's the biggest Ford we've ever built, inside and out. It's wider. It has a longer wheelbase. Its seating room is wider by as much as 7 inches. It has new wide doors and semi-concealed running boards.

You'll notice also a new beauty, achieved by a skilful blending of mass with longer flowing lines. Larger windshield and windows give better vision all around.

One of its biggest advantages is the new soft ride.

New, slower-action springs give a slow, gentle, gliding movement. A newly designed stabilizer helps absorb road shocks, and maintains balance on sharp curves and in cross winds.

More rapid acceleration to match its familiar speed and power makes this new Ford an even livelier car to drive.

These are only a few of this new car's outstanding features. It represents all the rich experience gained in building more than 28 million motor cars.

Any Ford dealer can give you many good reasons for making this your 1941 car.



Get the Facts and You'll Get a Ford!