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Special Type Cars

Comfort

EVANS-JACKSON MOTOR CO.
 Birmingham
 Phone 301

OVER A MILLION FORDS RE- TAILED FROM JAN. TO JULY

Sales reports from the 34 American branches of the Ford Motor Company show that over a million Ford cars and trucks were sold at retail during the first six months of 1924. The actual figure is 1,036,978, which exceeds the total retail sales for the same period in 1923 by 133,095—an average gain of 22,182 sales per month.

A comparison between Ford sales in 1924 and 1923 not only indicates a remarkable increase in the country's buying power but also shows that this growth continues month by month. In every instance the monthly sales in 1924 have shown a substantial increase over the corresponding month in 1923. In June they reached 170,747 which was approximately 10,000 ahead of June sales in the preceding year.

These figures are for retail sales in the United States alone and do not take into consideration the sales made by foreign Ford branches and associated companies, the majority of which assemble cars from American made parts.

Perhaps the most encouraging sign of the times lies in the fact that these sales have been spread very evenly throughout the country and indicate a general prosperity that is not confined to any particular section.

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Eco City News

Injures Arm

While playing in a neighbor's yard Tuesday of last week, little Marion Zilkowski fell, injuring her arm. The latter part of the week a serious condition developed in the arm and the child is now slowly recovering under the supervision of a Detroit doctor, where she was taken by her parents, Mr. and Mrs. Frank Zilkowski of Ruffner avenue.

Whooping Cough

The whooping cough which was prevalent throughout the subdivision during the winter and spring has taken a fresh grip and now has three families of children quarantined. Jack and Jim, the sons of Mr. and Mrs. Samuel Baldwin of Humphrey avenue, have comparatively light cases of whooping cough, while Earl, son of Mr. and Mrs. Harry Osborne of Humphrey avenue, has a very hard attack. The three children of Mr. and Mrs. E. A. Stone of Ruffner avenue also have the disease in a light form.

Motor To Ohio

After spending a week with Mrs. W. E. Barton at her home on Ruffner avenue, Miss Mildred Cady of Flint, was the guest of Mr. and Mrs. Barton on a motor trip this week through Ohio. Miss Vera Shough of Ruffner avenue was also a member of the party. They expect to return this week-end.

Remodeling Homes

Two homes on the subdivision, built according to the requirements of the Leitch-Humphrey Code, are upon the rear of the lot, are in the process of being moved this week and placed upon the front end of the lot where they will be enlarged and placed on new basements. The home of Mrs. and Mrs. William Shough of Ruffner avenue has the basement completed and the home is now being raised for moving. Extensive alterations and additions are being made to the home of Peter L. Dronken of Lincoln avenue. The front end of the house has been moved to the new foundation and several rooms to be added to the rear, and a new veranda is under construction.

At their home on Ruffner avenue, Mr. and Mrs. Seyfert Lotfield will entertain during the coming week for Misses Catherine and Christine Stimpel of Buffalo, who will arrive tomorrow.

With her small son, James, Jr., Mrs. James Dolan of Ruffner avenue, left the early part of the week for Ithaca, N. Y., where she will spend the remainder of the summer with Mrs. Dolan's parents.

After spending a week with their daughter, Mrs. W. C. Morris on Chapin avenue, Mr. and Mrs. T. A. Brooks left Sunday for their home in Bowling Green, Ky. They made the trip by motor with Mr. and Mrs. A. W. Gentry, also of Bowling Green, and William Brooks of Indianapolis, Ind.

Over the last week-end, Mr. and Mrs. William Shough of Ruffner avenue had as guests at their home, Mr. and Mrs. R. C. Hood of Grosse Pointe, and their two children.

With the completion of the sidewalks on Humphrey avenue last week Friday, all the walks in the subdivision to the west of the tracks are finished.

Mr. and Mrs. Laurence Cosberg of Bird avenue announce the birth of a son, July 18.

Mr. and Mrs. B. J. Beebe of Smith avenue are receiving felicitations on the birth of a daughter, Emma Lou, July 18.

At her home on Bannville avenue Mrs. O. Laughlin entertained Tuesday with a small dinner party for her grandson, "Bud" Laughlin, on his ninth birthday. "Bud" is the son of

Mr. and Mrs. Guy Laughlin of Bird avenue.

With their children, Mr. and Mrs. Chester Wimberly of Humphrey avenue spent the last week-end in Detroit at the guests of Mr. and Mrs. M. Manning at their home.

Mr. and Mrs. John Sterns will leave tomorrow for Toledo where they will spend two weeks with Mrs. Sterns' mother, Mrs. Mabel Sterns. Upon their return to their home on Bannville avenue they will be accompanied by Mrs. Mabel Sterns, Miss Agnes Sterns and Don and Ernest Sterns, who will stay through the month of August in Eco.

Four beautiful Pomeranian puppies, the property of Mr. and Mrs. Fred Bilger, were born this week at the Bilger's home on Humphrey avenue. With the present price of full-blooded Pomeranians, Mr. and Mrs. Bilger may well consider themselves the possessors of four young fortunes.

Mr. and Mrs. Frank Zilkowski and their two children, Marion and Paul, were members of a party that attended the "Window Shoppers" parade out East Jefferson avenue in Detroit Saturday evening.

WE HEARD IT SAID BY—

(Little Editorials picked up by the Staff in and around Birmingham.)

Hazel Clark, Lawler, Village Clerk: "Most people think that no one ever has his water turned off for failing to pay his water bill, but it is true that we find it necessary to do this in several cases each month. It is not necessary to cut off the water of delinquents. But even so we have been rather lenient; because if we weren't, half the people of the town would have their water turned off for forgetting to pay promptly on the first of the month. We are running affairs at the village office as running smoothly."

Walter V. Stanley, of Brownell street: "If I am not mistaken the National Women's Party will play an important part in the fall elections. It's something new and, as yet it's rather hard to tell the exact effect it will have upon national affairs."

Miss Addy Sly, on the committee of the Home Coming at Franklin: "A number of people, former residents of Franklin and the vicinity who have moved away, will be extremely interested in not only the home coming but the 100th anniversary which takes place there on Saturday, August 9. We are anxious that as many as possible will return on that day; therefore we are making every preparation for the pleasure and convenience of our guests."

James Anderson, chief of police: "Hardly a day passes but what you may see one or more automobiles pass through Birmingham with the female occupants of the car smoking cigarettes. As far as I can observe, the habit is gaining great headway among the fair sex."

Harry S. Starr, village manager: "Personally, I believe that Woodward avenue through Birmingham will never be more than 100 feet wide. The expense of tearing down present buildings would be so great that Birmingham's share of the cost would about bankrupt the town. It is true that the state will remove and rebuild certain stores in Perendale, but the amount of money necessary to do so is so small that it is thus practicable. To put a 200 foot street through Birmingham would cost local taxpayers at least a half million dollars, and would really separate the interests of the town."

Mrs. Clarence E. Raymond of Southfield avenue: "When we moved to Southfield avenue it was a beautiful residence street and a nice quiet place to live. This summer, however, it has become almost unbearable as the traffic has grown so much worse. It is not only the increase in the traffic that is such an annoyance, which is really not at all bad, but it is the terrible speed of it. I do think it has been a little better recently since the traffic policemen have been giving us more attention. I believe that what we really need is a man on duty here during all of the heavy traffic hours."

Julian Leet of Lapeer: "There is just one thing we have left of Birmingham after living here for nearly fifty years. It is the Electric and Gas Company and you couldn't imagine how much we miss it. We changed to Lapeer a short time ago and since we have not had the paper, and very week my wife 'takes an terrible' when it doesn't come. Oh, it will be great to see her face when I deliver the paper. I can already see her, she will light all up and sit down ready to spend the day with the 'quicks' back home in Birmingham. Be sure you see that it comes, because I will be just expecting it a little, too."

Packard-Chrysler Bldg. Co.
 13 LEVINSON BLDG.
 Phone 630 - Birmingham, Mich.
 Frank E. Packard, Cecil F. Chrysler

TO WHOM IT MAY CONCERN—Notice is hereby given that I, Leveon Crawford, County Drain Commissioner for the County of Oakland, did on the 14th day of July, 1924, file in the office of the said Drain Commissioner an order designating a drainage district for the Birmingham-Gordonsville according to Act No. 514, P. S. of Michigan 1923.

The route and course of said drain is as follows:
BIRMINGHAM GARDENS
 Beginning at the intersection of the Clarence Egan and Maple Avenues in the Village of Clawsin, said point being on the south line of section 21, Twp. 22 N., Range 12 E., County of Michigan, and near the south line of section 22, Twp. 22 N., Range 12 E., County of Michigan, and near the south line of section 23 to the west line thereof, and thence northwesterly across the George H. Cummings property in section 24, Twp. 22 N., Range 12 E., County of Michigan, and thence northwesterly across the property of Wm. Dobson et al. and Oakland County Development Co. to the east line of the Birmingham-Gordonsville Subdivision at Webster Avenue, thence north on Webster Avenue to Bird Avenue, thence north on Bird Avenue to Mark Avenue at the north line of section 21, thence north on Bird Avenue through the Birmingham-Gordonsville Subdivision and continuing southerly through section 22 across the property of E. S. Trowbridge, et al and Wm. Hunt et al. to the north line of said section 23. All beginning on the east line of section 21

at a point approximately 180 feet north of the E. S. corner thereof, and thence north along the section line between sections 21 and 22, and 22 and 23 to a corner of section 21, Twp. 22 N., Range 12 E., County of Michigan.

The names of the freeholders whose lands are included in the above drainage district are: Clarence Egan, Leveon Crawford, Samuel Egan, Ed. Cummings, E. S. Trowbridge, et al and Wm. Hunt et al. of the Township of Troy, Oakland County, Michigan.

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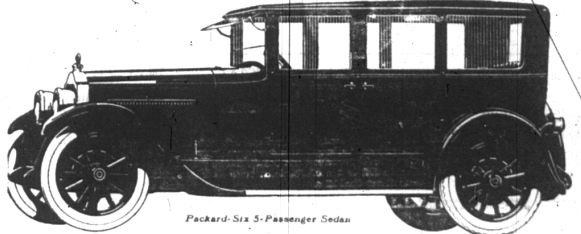
PACKARD SIX

My reasons for purchasing a Packard were comfort, durability and ease in operation. I am more than pleased in every respect. The greatest surprise was the gasoline consumption: in 1700 miles I have consumed 90 gallons of gasoline, or an average of 18 8/9 miles per gallon.

E. B. MEEK.

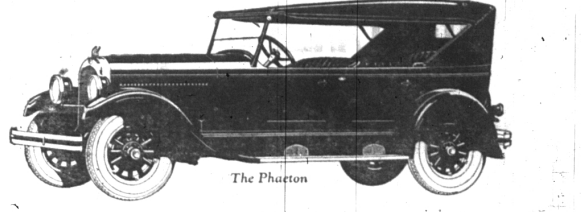
The Packard-Six has proved how unwise it is to balance price against price in the purchase of a motor car. The fact that the Packard-Six costs no more to own and operate than cars selling for \$1000 less, that it lasts years longer, and gives so much more in return, is rapidly adding to the thousands of Packard owners.

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These Results Mean Value Never Before Expected



Never before was a car so wisely engineered and so carefully built to assure maximum safety and longevity. This is true even to the tires. Designing from the ground up for balloon tires, with pivotal steering, special spring suspension and extra wide fenders, Chrysler engineers working with the tire makers have now evolved a special six-ply, high-speed balloon tire that will stand up and wear as long as your cord tires, and still contribute all the resiliency of ordinary balloon types.

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Your Chrysler Six will actually carry you in comfort over cobbled streets or rutted roads at speeds up to 60 miles an hour. This because of three main features: its perfect balance, its special spring suspension which prevents side-sway, and its special six-ply, high-speed tires.

The Touring, \$1395 The Phaeton, \$1795
 The Roadster, 1625 The Sedan, 1725
 The Brougham, 1895 The Imperial, 1925
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In the 21 years since its founding, on June 16th, 1903, the Ford Motor Company has contributed largely to the motorizing of modern life. Ten million Ford cars have quickened the pace of business, have brought convenience to day-by-day travel and helpful enjoyment to the American family. Economical manufacture on a large scale makes personal transportation available to all.

Ford Motor Company
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