

to our New Location

119 North Woodward Ave.

We extend a cordial invitation to the people of the Village of Birmingham, and Bloomfield, Troy and Southfield Townships to visit our new enlarged headquarters and inspect our new up-to-date line of Merchandise.

Saturday, February 21 OPENING DAY

F. J. Mulholland Company

Brief Summary Of Twenty-Five Years Of Automobile Romance

1900
First exclusive Automobile Show held in Madison Square Garden in November.
A gasoline car for the first time in a free-for-all race on Washington Park Race Track, Chicago.
The steering wheel replaces the tiller and is used for the first time.
The gasoline engine placed under a hood at the front of the car for the first time by any American manufacturer.
John Brien Walker rides to the top of Pike's Peak in a steam car.
Automobiles permitted in city parks.

1901
First American endurance runs. One was on Long Island, the other from New York to Buffalo.
The Automobile Club of America began erecting touring stops on the road from New York to Boston.
Tonneau car with rear entrance all the rage, virtually replacing the two-passenger Stanhope type of vehicle.
First American straightaway races on the boulevard between Brooklyn and Coney Island.

1902
An ordinance passed in Chicago forbidding motor vehicle drivers from wearing eye glasses, though spectators were permissible.
Barney Oldfield, racing with a motorcycle tandem on Salt Lake City. Owing to accidents, motor cars are excluded from the parks of Omaha.
Foum Sheddin, famous Yale football captain, fined \$10 in Minneapolis for exceeding the 10-mile speed limit in his new French car.
Interest in touring awakened by the return of Charles J. Giddens from Europe, who he had toured 5,000 miles in England and France.

1903
The body type known as the King of the Belgians to name comes to America and manufacturers here adopt it.
The modern type of radiator reaches America from France.
Limousine with rear entrance makes its appearance.
Wheelbases lengthened from 88 to 99 inches. Racing cars have 110-inch base.

1904
The windshield used for the first time.
Canopy tops for motor cars inaugurated.
Test of anti-skid chains made in France.
Acetylene gas dissolved in acetone stored in tanks first used for headlights. The idea came from France.
H. E. Olds incorporates a garage in his home.
W. R. Vanderbilt, Jr., drives a mile in 39 seconds at Ormond Beach, Fla., beating Henry Ford's unofficial record of 39.2 seconds made on the Long Island road race. Won by a first

long-distance speedway contest. The self-starter appears.
First truck show in Madison Square Garden.
The sleeve-valve engine introduced in the American market.

1912
Chicago adopts an ordinance limiting the use of automobile horns.
The Lincoln Highway suggested.
Five hundred motor trucks in a commercial vehicle parade in Philadelphia.

1913
The cycle car, Hupatitan of the breed, appears.
Gasoline selling at from 22 to 25 cents a gallon in 50-gallon lots. Reports of high fuel price affecting design.

1914
The Ford Company passes the 1,000-a-day production mark.
Number of motor cars in the United States, 1,258,062.

1914
Manufacturers experimenting to see where they can arrange for baggage storage on cars so that passengers will not be inconvenienced.
Detroit passes an ordinance forbidding the curb gasoline pump.
Chicago Automobile Trade Association decides that 85 cents an hour was minimum pay for an expert mechanic doing repair work.

1915
Twins come on the market.
Motor vehicles manufactured this year total 892,618.

1916
Clover-leaf type of burly in vogue. Slanting windshields a feature of the Automobile Show.
The Safety First Federation makes first appeal for safer street traffic.

1917
The declaration of war on Germany prompts many automobile manufacturers to offer their factories to the Government.
An automobile accessory plant closes when employees strike because a woman is put on the work of a man who enlisted.

1918
Motorless Sunday only on Oct. 13. Automobile dealers begin to take tractors as essential merchandise.
Manufacturers notified the day following Armistice Day that they will be permitted to have materials for 75 per cent of their 1917 production.

1919
Automobile makers worried over the high price of steel.
The Government states that at the beginning of the year there are 1,545 cars in the manufacturers' hands. Where to sell them is the barmending question.

1920
The shortage of plate glass for motor cars induces automobile manufacturers to buy glass works.
Gaston Chevrolet and Eddie O'Neil well killed in a crash on the Los Angeles Speedway.

1921
Announcement in June that 2,000 passenger cars and 19,000 trucks left-overs from the war, are to be

sold.
1922
Insurance policies changed to cover actual value of cars, independent of cost. Insurance companies believe many cars were deliberately destroyed.
A year of increased production and continued price-cut.
1923
In this year, 4,086,997 motor vehicles were manufactured in the United States.
1924
Ballon tires and four-wheel brakes.
The number of motor vehicles registered in this country: 17,000,000.

PEOPLE'S COLUMN

To the Editor:
I was pleased to note the article by A. W. Campbell, in which he expresses his views on Wider Woodward Avenue through Birmingham.
I am heartily in accord with Mr. Campbell's theory of widening the thoroughfare to 204 feet and depressing the crossing at the intersection of Woodward and Blagie avenues. I believe one mistake is being made in not depressing main crossings at least every two miles or so.
I also note Mr. Campbell quotes Mr. Clarence Vile, Superintendent of our schools, as being in favor of the above proposition. I am glad to know that this matter is being acted upon. I know that the more we give the matter consideration the more we will realize that there is only one way to go through Birmingham with wider Woodward and that the straight through at the width of 204 feet.
J. A. WENDORPH,
Brown Street.

STATE OF ALABAMA, the Probate Court for the County of Oakland. At a session of said Court held at the Probate Office in the City of Mobile, Alabama, on the 14th day of February, A. D. 1925.
Present: Hon. Ross Stockwell, Judge of Probate.
In the Matter of the Estate of Alice C. Crawford, deceased.
The said Court, after reading and being advised by the attorneys at law who appear for and against said estate, having filed in said Court a petition praying that the time for the presentation of claims against said estate be limited and that a time and place be appointed to receive, examine and adjust all claims and demands against said decedent, and said before said Court.
It is ordered, that four months from this

Engineers Learn Much From Races, Declares Miller

Automotive engineers are bound to follow the teachings of the speedway and, in greater increasing numbers, develop the small bore, high compression engine, in the opinion of Harry A. Miller, famous builder of racing cars. Mr. Miller, recognized as an outstanding authority on automobile design, relates some of his impressions of a recent visit to the Chrysler factory.
"They build the Chrysler for us we build racing cars," says the maker of the Miller Special racers, in describing what he calls his enthusiastic favorable impressions. "It is my observation that each car is turned out as hand made. A car built as soundly and carefully, given ordinary cars, must necessarily stand up over a long period of time. It is produced in the most modern manufacturing establishment I have ever visited. Everything is done with the very latest type of machinery. Its shop practices and its painstaking manufacture are a tribute to the production genius of Walter Chrysler."
"All machining is done in the plant, and in this way is naturally greatly interested. It was done with a degree of care and accuracy amounting to me. Minute machining means refinement of every part, and that is what counts with every automobile."
"The hollow seven-bearing crankshaft of the Chrysler is hollowed under every known test before it is placed in the engine. The same procedure is followed connecting rods, valve and reciprocating parts."
"The significance of this, vitally important balancing is in its elimination of friction and vibration. This was brought home to me most forcibly when I took hold of the flywheel of an engine just being built but the pistons were in place. This is the first time that I was ever able to turn over with such an extraordinary light effort."
"Chrysler bearings are fitted by hand in a race until they are perfectly tight and allowing them to wear in, they are fitted perfectly and run in a film of oil. Chrysler performance is due entirely, in my opinion, to the fact that each car is so exactly built."
"Quick acceleration, volume of power, and fuel economy attain remarkable heights in the Chrysler car, result of its type of motor that incorporates light reciprocating parts, small bore and stroke—all of which have their origin in lessons learned in building race cars on the speedways. The Chrysler motor has a piston displacement of only 201.45 cubic inches, yet it develops 58 horse power."
"Always telephone your 'Classified Ad' to the Eccentric before Wednesday night of each week. Our number is 44-12."

date be allowed for creditors to present claims against said estate.
It is further ordered that the 14th day of June, 1925, at eight o'clock in the forenoon, at said Probate Office, be the time and place appointed for the examination and adjustment of all claims against said decedent.
ROSS STOCKWELL,
Judge of Probate.
A true copy.
DAN A. MCGAFFEY,
Register of Probate.



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