AUTOMOBILES

LIKENESS TO FORD SEEN IN CHRYSLER'S PROGRESS

Sales Expansion of Maxwell-Chrysler Organization to $120,000,000 Annual Basis Recalls Similar Days in Ford Motor Company

CAREERS OF TWO INDUSTRIAL GIANTS COMPARED

ANNOUNCEMENT that the volume of Maxwell-Chrysler sales are exceeding $120,000,000 per year emphasizes the amazing growth of the organization headed by Walter P. Chrysler. Within four years, under Mr. Chrysler's leadership, it has grown to be one of the largest American industrial concerns. The strides it has made, and its known plans for the future, have resulted in recent weeks in numerous comparisons of the careers of the automotive industry's two foremost men—Henry Ford and Mr. Chrysler himself.

For a dozen years the identity of the latter was largely submerged in his work. Within the industry itself he was widely known as a master of production—second only to Mr. Ford in the magnitude of his operations.

But to the world at large, until a few years ago, he was almost an unknown quantity.

Then, with startling suddenness and speed his name began to assume a large importance. To the public it seemed the beginning of a very successful and intensely interesting career. Actually it was the culmination before the public eye of a long period of preparation behind the scenes of a score of gigantic manufacturing operations.

Like Henry Ford, Chrysler had humble beginnings. His first work was that of an engine wiper in a western railroad roundhouse in the little town of Ellis, Kans. Like Mr. Ford he was, and is, highly individual, highly national, and always interesting. The two names began to link themselves together.

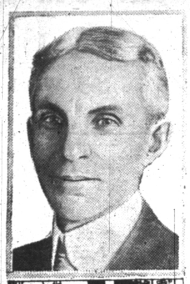
WALTER P. CHRYSLER

Quick to utilize comparisons, those in the industry who know both men began to parallel the careers of Ford and Chrysler.

With bluntness comparable to that of Mr. Ford, Walter Chrysler disposes of this question in a few short sentences.

"Henry Ford," he said the other day, "is pre-eminent. He preempts his particular field beyond hope of rivalry. Only one man in a generation can hope to contribute so much to the economic well being of the world. I am perfectly conscious that a comparison of my career with his is a compliment and of value—but I cherish no delusions. He stands alone and always will."

Men in close touch with the automotive industry still marvel at the progress the Chrysler made in the year following its presentation to the public. Before its introduction many were frankly skeptical. It was the opinion of most of the best informed men that a new car could not be produced and win a major place because of conditions existing in the industry. Yet the Chrysler was accepted by the motoring public as no car had ever been accepted before in its first year. In that year it attained a volume, both in number of cars produced and in sales in dollars that exceeded those of any other car ever made.



HENRY FORD

Chevrolet Cars Roll Up Mileage In Big Test

In an unremitting search for possibilities of further improvement Chevrolet cars are being driven constantly around the four-mile "speed loop" of the General Motors corporation proving ground near Milford, Mich. The driving test, which is routine in the Chevrolet policy of continuous effort at refinement, is being made night and day, winter and summer, regardless of weather conditions.

At present seven Chevrolet cars are piling up a total of 75,000 miles monthly. The treblas whirl provides unusual driving strains in the quest of Chevrolet engineers for further opportunities to improve the sturdy chassis under conditions to which the cars ordinarily would not be subjected by the average owner. All models are included in the test group.

Night and Day.

Two shifts of drivers maintain a pace of between 35 and 40 miles per hour, stopping only for gasoline, oil and inspection. The day shift drives from 7:30 a.m., until 5:30 p.m., with a half hour for lunch, while the night shift drives from 7 p.m., until 5:30 a.m., with a midnight lunch period.

The "speed loop" includes three miles of gravel track, banked high at the turns and one mile of level concrete straight-away. There are no speed restrictions. One portion of the road leading from the "speed loop" to the inspection shop has a grade of 11.6 per cent.

Each noon and night the cars are inspected and filled with gasoline and oil. At every 1000-mile mark the machines are washed, driven into the shop and given a thorough inspection, the results of which are listed in a report form. It is only during these inspections that the cars are under cover. At all other times they are out of doors.

Treated to Bumps.

Chevrolet truck also are under continuous test, being driven on "Bump Boulevard," an old farm road which crosses the 1146-acre proving ground. The defects and irregularities of this road purposely have been left intact. The test cars and trucks use about 4500 gallons of gasoline monthly.

STATE OF MICHIGAN—In the Probate Court for the County of Oakland. At a session of said Court, held at the Probate Office in the City of Pontiac, in said County, on the 15th day of June, A. D. 1925.

Present, Hon. Ross Stockwell, Judge of Probate.

In the Matter of the Estate of Alfred Black, Deceased.

First National Bank of Birmingham, administrator of said estate, having filed in said Court a petition praying for the examination and allowance of its final account, determination of the heirs of said deceased, assignment of the residue of said estate and the discharge of said administrator;

It is Ordered, that the 16th day of July, A. D. 1925, at eight o'clock in the forenoon, at said Probate Office, be and is hereby appointed for hearing said petition;

It is Further Ordered, that public notice thereof be given by publication of a copy of this order, for three successive weeks previous to said day of hearing, in the Birmingham Eccentric, a newspaper printed and circulated in said County.

ROSS STOCKWELL,
Judge of Probate.

A true copy.
DAN A. McGAFFEY,
Probate Register. 9-10-11

STATE OF MICHIGAN—The Probate Court for the County of Oakland. At a session of said Court, held at the Probate Office in the City of Pontiac, in said County, on the 13th day of June, A. D. 1925.

Present, Hon. Ross Stockwell, Judge of Probate.

In the Matter of the Estate of Lynn H. McGee, Deceased.

A. L. Chamberlain, administrator with will annexed of 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 deceased by and before said court.

It is Ordered, that four months from this date be allowed for creditors to present claims against said estate.

It is Further Ordered, that the 26th day of October, 1925, at eight o'clock in the forenoon, at said probate office, be and is hereby appointed for the examination and adjustment of all claims against said deceased.

ROSS STOCKWELL,
Judge of Probate.

A true copy.
DAN A. McGAFFEY,
Register of Probate. 9-10-11

STATE OF MICHIGAN—In the Probate Court for the County of Oakland. At a session of said Court, held at the Probate Office in the City of Pontiac, in said County, on the 11th day of June, A. D. 1925.

Present, Hon. Ross Stockwell, Judge of Probate.

In the matter of the Estate of Mary E. Mason, Deceased.

Charles A. Wilcox, administrator of said estate, having filed in said Court, a petition praying for the examination and allowance of his final account, determination of the heirs of said deceased, assignment of the residue of said estate and the discharge of said administrator;

It is Ordered, that the 13th day of July, A. D. 1925, at eight o'clock in the forenoon, at said Probate Office, be and is hereby appointed for hearing said petition;

It is Further Ordered, that public notice thereof be given by publication of a copy of this order, for three successive weeks previous to said day of hearing, in the Birmingham Eccentric, a newspaper printed and circulated in said County.

ROSS STOCKWELL,
Judge of Probate.

A true copy.
DAN A. McGAFFEY,
Probate Register. 9-10-11

SPECIAL ANNEXATION ELECTION NOTICE.

To the qualified electors of the Township of Troy and the Village of Birmingham, County of Oakland, State of Michigan.

Notice is hereby given that a special annexation election will be held at each of the voting precincts of said Village of Birmingham and Township of Troy, on Tuesday, July 14, 1925.

To the Board of Supervisors of the County of Oakland, State of Michigan.

Gentlemen:

We, the undersigned, pursuant to the provisions of Act No. 278 of the Public Acts of 1909 entitled "An act to provide for the incorporation of cities and for revising and amending their charters and the acts amendatory thereof, respectfully represent as follows:

1. Each and all signers to this petition are qualified electors and reside within the Village of Birmingham or Township of Troy, which said Village of Birmingham and Township of Troy are to be affected by the change proposed in this petition.

2. Your petitioners severally reside within said Village or said Township at the address set opposite their respective names.

3. Not less than 75 of the undersigned petitioners reside in the Village of Birmingham, and not less than 25 of the undersigned petitioners, reside in the Township of Troy.

4. According to the last preceding United States census, the population of the Village of Birmingham was 3694; the population of the Township of Troy was ——.

The undersigned petitioners numbering collectively 117, constitute more than one per centum of the population of said territory to be affected by your affirmative action on this petition.

5. Your petitioners pray that all of that part of Troy Township, Oakland County, Michigan, included in the following description, viz: be annexed to the Village of Birmingham, Oakland County, Michigan:

Beginning at the N.W. Corner of Section 31, T. 2 N., R. 11 E., Troy Township, Oakland County, Michigan; thence East along the North line of Section 31, 2029.5 feet, more or less, to a point on the East line of Birmingham Villas subdivision; thence southerly along the East line of said subdivision 858.5 feet more or less to the S.E. corner of Birmingham Villas Subdivision; thence westerly along the south line of said Subdivision 2029.5 feet more or less to a point on the west line of said Section 31; thence north along the west line of section 31, 858.5 feet more or less to the place of beginning. Containing 40 acres more or less to be detached from the Township of Troy, and annexed to the Village of Birmingham, Michigan.

Date Mar. 13, 1925.

I, Hazel E. Lawler, Clerk of Village of Birmingham, do hereby certify that I have examined the list of electors on the attached petition for the Village, and find that 87 signers are registered voters of the Village of Birmingham.

(Signed) HAZEL E. LAWLER,
Village Clerk.
Birmingham, Michigan,
Mar. 13, 1925.

This is to certify that I have examined the attached list of electors, compared them with the registration lists, and find that thirty of the signers are registered and qualified electors of Troy Township, Oakland County, Michigan.

(Signed) MORRIS A. WATTLES,
Township Clerk.

State of Michigan
County of Oakland

Clinton E. Sebera, being duly sworn, deposes and says, as follows: I am a resident of the Township of Troy, Oakland County, and State of Michigan, and is one of the petitioners in the attached petition directed to the Board of Supervisors of the County of Oakland, State of Michigan, and which said petition prays that the territory described therein be set off of the Township of Troy, Oakland County, Michigan, be added to the Village of Birmingham. That said petition accurately describes the proposed boundaries of territory to be annexed to the Village of Birmingham; that said petition is signed by more than 100 petitioners; that each and all of said petitioners are qualified electors residing within the Village of Birmingham and Township of Troy, which said Village of Birmingham and Township of Troy are to be affected thereby and collectively said petitioners constitute a number not less than one per centum of the population of the territory affected thereby according to the last preceding United States census; that the total number of said petitioners is not less than one hundred (100) and not less than seventy-five (75) of the signatures to said petition were obtained from the Village of Birmingham, and not less than twenty-five (25) of the signatures to said petition were obtained from the Township of Troy.

Deponent further states that all of the statements contained in said petition are true to the best of the deponent's knowledge and belief.

And further deponent says not.

Subscribed and sworn to before me, this 13th day of March, A.D. 1925.

HAZEL E. LAWLER,
Notary Public.

My commission expires Feb. 25, 1929.

The polls of said election will be open at 8:00 o'clock a.m., and will remain open until 9:00 o'clock p.m. (Eastern Standard Time) of said day of election, unless the Board of Election Inspectors shall, in their discretion, adjourn the polls at 12 o'clock noon, for one hour.

Dated June 8, 1925.

GARNER MILLER,
Troy Township Clerk.
9-10-11-12

Every advertisement in the Eccentric is a message from the merchant to you, folks. When you want to go to a theater you read the theater announcements to see if you'll like the show. You may read what local merchants have to offer in each issue of the Eccentric—in this way is the merchant's message brought to your very fireside! adv-52tf

Buy Your Studebaker—*Now!*

You may buy a Studebaker today—or on any day of the year—with the confident assurance that no act of ours will stigmatize it as a "last year's model"

STUDEBAKER has discontinued the custom of presenting a new line of automobiles each year. Instead of bringing Studebaker cars dramatically up-to-date once in twelve months, we shall keep them up-to-date all of the time—with every improvement made available by our great engineering and manufacturing resources.

Improvements and refinements, of course, will be made from time to time. New features will be added. As in the past, we shall continue to pioneer all vital betterments. But Studebaker will have no yearly models to make your July car obsolete in August.

A dramatic story

There is a dramatic story behind this new Studebaker policy that vitally concerns everyone who expects to buy an automobile this year.

Amazing records of Studebaker performance and endurance prove beyond question that the present line of Studebaker cars is so soundly engineered and manufactured and so satisfactory in the hands of owners that drastic annual changes are not required.

Authentic reports show that hundreds of Studebaker cars have given from 125,000 to 400,000 miles of sturdy, dependable service. One Studebaker Big Six, used as a mail car, traveled almost 500,000 miles in 5½ years, giving 24-hour round trip service between Bakersfield and Los Angeles, California.

Stupendous mileage! But the same stamina and rugged dependability is built into every Studebaker that leaves the factory.

A Studebaker taxi in Jewett City, Conn., has traveled 31,008 miles without even having the valves ground or the carbon removed.

In Stockton, Calif., a Studebaker Big Six has piled up 138,000 miles over steep mountain grades and rough country roads with negligible upkeep—not a single major part has been purchased or repaired by reason of wear or accident.

It is a significant fact that wherever travel conditions are most severe, Studebaker by far outsells its normal proportion of cars.

Bus Operators, Rent-a-Car Companies, Police and Fire Departments—all turn to Studebaker year after year for their transportation equipment, because they have found that it always yields scores of thousands of miles of reserve transportation, and has low upkeep costs.

At the mileage when other cars are breaking up—Studebaker cars are breaking in. It's the second and *third* fifteen thousand miles that prove Studebaker superiority. It's this reserve mileage—even though you may never use it—that greatly increases Studebaker resale value.

Stamina is in-built—inherent—a vital and indispensable part of the Studebaker formula for building fine motor cars.

Buy this "One Profit" car now

Remember—under this new Studebaker policy—there is no need to delay the purchase of your new automobile until annual changes have been made. Come in and see these sturdy, dependable, "one-profit" automobiles. Today Studebaker offers greater values than ever before. It is sound judgment to *buy now.*

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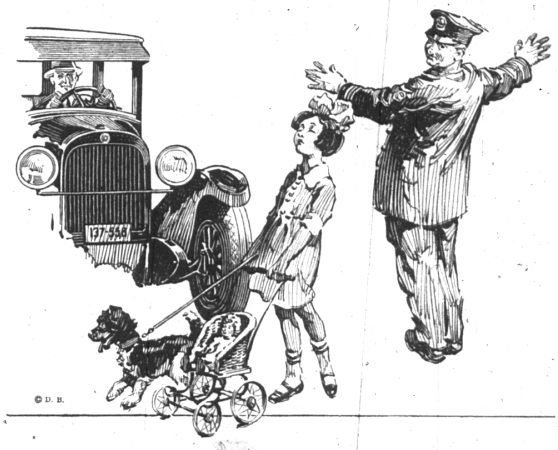

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Roadster	525	Sedan	825	Truck Chassis	
Coupe	715	Commercial Chassis	425	ALL PRICES F.O.B. FLINT, MICH.	

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