

# AUTOMOBILES

## FRANKLIN PARK IS PLACED ON MARKET

Beautiful Residential District West Of Village Forms Association

### BINGHAM IS PRESIDENT

The Franklin Park district is composed of several thousand acres by-lying north of the Twelve Mile road, east of Farmington Township line, south of Maple avenue and west of Southfield road.

This territory is composed of one of the most wonderful terrains to be found anywhere in this vicinity. The deep gorges that have been formed along the River Rouge and the Franklin River, together with the rolling hills, heavily wooded sections and its close proximity to Detroit, will make this section most desirable for creating a highly restricted residential district.

For the past few months several property owners in this district have been formulating plans for building one of the most wonderful residential districts to be found anywhere in this country. A. W. Dorgan, subdivision architect, a resident, has been making a comprehensive study of the Garden Cities of England, residential developments of Italy, France and Germany, as well as practically all of the larger projects of this kind in the United States. Shaker Heights, Sub-division of Cleveland, Ohio, is the only development that compares favorably with the restrictions, plans and size of Franklin Park. As a foundation from which to build, Mr. Dorgan has designed a tentative plan covering the Franklin Park district. The outstanding features of this plan are that it provides for diagonal boulevards, the carrying through of the Northwestern and Sunset Boulevards, Telegraph Road and a boulevard encircling the entire district, approximately fifteen miles long.

Centralized business districts will be located at the intersection of the main highways, with unified architectural design. Community centers will be located in various parts of the district around which can be built churches, schools, libraries and community recreation buildings.

The plan provides for the preserving of all the natural beauty of the spaces and playgrounds, golf courses, river valleys, also the location of park and bridle paths. The residential streets are being planned in such a manner that they follow the contour of the land and at the same time connect up in a general way with the major streets. By keeping the streets in the low places it provides an ideal setting for the residences, as well as eliminating unnecessary grading, and for an easy installation of the different services, such as sewer, water, etc. The plan also provides for large homesites from two to five acres, facing the river valleys, with a minimum of one hundred feet frontage for some of the more level sections of the district. It is proposed to encourage the building of brick, stone or stucco residences, artistically designed, with the proper landscape setting.

Realizing that it would need cooperative effort to make this plan effective, the Franklin Park Association was formed and incorporated. C. A. Bingham, a life long resident of this district, is President, Geo. Smith, Vice-President, A. W. Dorgan, Secretary-Treasurer. Practically all of the largest owners of acreage in this district have signed an acceptance of the articles of association, which provide for the appointment of a committee to supervise the planning of the entire district, as well as for restrictions, parks, public utilities and such other matters as may be deemed necessary.

Due to the lack of improved roads, this district is practically the last one within the twenty mile circle of Detroit which has the possibilities of creating ideal homesites for people who enjoy a real home in the country.

The dynamic growth of Detroit, which is the leading industrial city of the world, makes the creation of this district possible.

### Graham Brothers Again Lower Prices

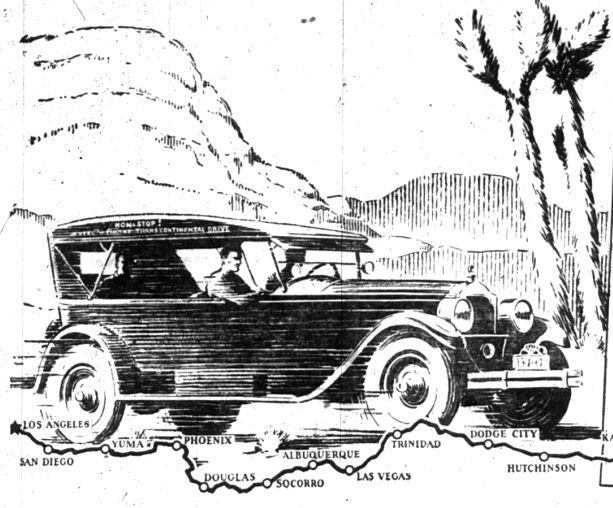
Announcement of a reduction of \$100.00 in the price of Graham Brothers one-ton truck, effective September 9th, has been received by Evans-Jackson Motor Co., local Dodge Brothers dealers.

"So substantial a reduction in the price of this popular one-ton truck, coming less than four months after the announcement of a previous reduction of \$80.00," says Mr. Evans, "is in line with previous assurances that the truck buyer will benefit equally with Graham Brothers in every economy effected through increased production."

"Graham Brothers, now first in the world as exclusive manufacturers of motor trucks, are at this second reduction and at the same time to make even further improvements in the quality of their trucks."

"In addition to their greatly increased production—their production for the first six months of 1924—equal to the entire output of 1923—the enlarged and improved facilities afforded by the new factory into which Graham Brothers moved July 1 have aided greatly in making possible these reductions in manufacturing cost."

**'PUDDLE JUMPER' TYPE TAXICAB COMING NEXT**  
A motorcycle company, it is stated, will shortly introduce a three-wheel two-passenger taxicab, which it is claimed will not only take up far less room on the streets, but will cost less than half of what the present taxicabs do to operate. Similar vehicles are now in use in Berlin and caused the recent taxicab strike in that city.



—from Lieutenant Wade's Letter to Alvan Macauley, President Packard Motor Car Co.

\*\*\*\* I would never have attempted such a trip in any other car but the Packard Eight, for I know that the Packard is the only car equipped with the chassis lubricator and the motor oil rectifier.

\*\*\*\* These devices enabled us to drive the entire 3,965 miles without once changing oil or leaving the driver's seat to lubricate the chassis. To them, and the wonderful Packard Eight motor which never faltered in the 165 hours and 50 minutes continuous driving, I attribute the success of the run.

\*\*\*\* We have suffered no after effects from strain. This is a real tribute to the ease with which the car was handled and its riding qualities. \*\*\*\*

The car came through with a perfect score. We had no mechanical difficulties of any kind. I believe we could have turned right around and driven back to Los Angeles without stopping either car or motor.

*Leigh Wade*

## World Flier Picks Packard Eight Drives Across Continent Without Car or Motor Once Stopping

LEUTENANT LEIGH WADE, one of the famous round-the-world fliers of the United States Army Air Service, driving his own standard, new series Packard Eight under A. A. A. sanction, recently completed the *first really continuous* transcontinental drive ever made.

Wade left Los Angeles at 12:00 noon Thursday and arrived in New York at 12:50 p.m. one week later. He was accompanied and relieved at the wheel by Linton Wells, the newspaper correspondent who stowed away in Wade's plane from India to Persia.

Official A. A. A. observers were in the car every foot of the way from coast to coast and have certified that in the 165 hours and 50 minutes elapsed time these two tireless men drove 3,965 miles *without once allowing either the motor or the car to come to a stop.*

**T**HIS unique feat was undertaken by the daring pilot of the "Boston" as a "vacation pastime" while on leave from the army.

Wade and Wells wanted to attempt again something which had never before been done. Cross-country speed runs were an old story. But a non-stop wheel and motor run—driving a car from ocean to ocean within legal speed limits, without a second's halt for any purpose whatever—here was something new indeed!

### Chooses Packard Eight

Two of Wade's companions on the historic world flight, Lieutenants Smith and Arnold, own Packard Eights. Their advice agreed with his judgment and he bought a Packard Eight in which to attempt his record run.

His choice was a sound one. The Packard Eight never once in seven days and nights ceased its forward motion. Gas, oil, food and

water were taken on from moving vehicles.

The mileage covered was eight times as great as any ordinary car should be driven without charge of motor oil. It was equal to half the average man's yearly mileage without a stop.

During this nearly 4,000 mile drive but 20 quarts of oil were consumed—an average of 800 miles to the gallon. Yet thanks to the oil rectifier an analysis of the crank case oil

upon arrival in New York showed 98% pure lubricant. Gas consumption averaged 13 miles to the gallon.

The chassis was thoroughly lubricated every hundred miles—without stopping the car—by the mere pull of a plunger on the dash.

### Value of Improvements Confirmed

Lieutenant Wade's spectacular trip merely served to impress what the owners of 15,000 new series Packard cars have learned in the past seven months. For these owners have found in their cars the most important new improvements since the electric self-starter—the chassis lubricator and the motor oil rectifier.

To the average owner these improvements mean longer life of parts, lower costs for oil, quietness of operation and service uninterrupted by frequent giving up of the car for chassis lubrication.

For the third time within a year the remarkable reliability of Packard motors has been forcibly called to public attention: First, the successful 8,100 mile flight of the Navy dirigible Shenandoah. Second, the record-breaking 28½ hour continuous flight of the Navy seaplane PN-9. And now, Lieutenant Wade's transcontinental non-stop run in the Packard Eight.

( EVANS-JACKSON MOTOR CO. 119 S. Woodward Ave. Birmingham, Mich. )

# PACKARD

ASK THE MAN WHO OWNS ONE