

PONTIAC SIX PLANT IS AHEAD OF PLANS

1,000 Cars A Day Will Be Available By Jan. 1, Officials Say

Pontiac, Mich., Sept. 15.—A Car Company states that work on the \$7,600,000 Pontiac Six factory is slightly ahead of schedule and that according to all indications production capacity of 1,000 cars daily will be available at the beginning of next year.

More than one-half of the entire foundation for the 30 acres of floor space that will comprise this mammoth new plant has already been laid and by the end of the month the entire foundation will be in. Excavation has been practically completed.

The scene of the construction resembles the building of one of the mammoth, fact-finding cantonments that came to be such a common sight during the late war. The foundation for the assembly plant alone extends a quarter of a mile into the distance—built upon a nine-acre-of-floor-space basement.

While 1,000 men are now engaged in the construction of this new factory—the maximum that can be profitably employed—this force will be recruited up to 2,000 men before the end of October. Every type of dirt removing machine known in construction is being employed. A 75-inch storm drain, large enough for the needs of a small city, is being installed to take care of the rain that will fall upon more than 1,000,000 square feet of roof.

Trucks have been built into the factory to help in construction, and there will be nine miles of track under roof to bring in raw material and carry out the finished product.

STATE OF MICHIGAN—In the Probate Court for the County of Oakland, the Probate Office in the City of Pontiac, Michigan, on the 7th day of September, A. D. 1926.

Present: Hon. Ross Stockwell, Judge of Probate. Matter of the Estate of Charles W. Mast, Deceased. The said Court, having filed in said Court, heretofore, and petition praying for the examination and allowance of the claims and debts of said deceased, assignment of the residue of said estate, and discharge of said administrator.

It is ordered, that the 4th day of October, A. D. 1926, at eight o'clock in the forenoon, in said Probate Office, shall be held a public hearing, at which time the claims and debts to be allowed for, and the residue of said estate to be distributed, shall be determined.

It is further ordered, that public notice thereof be given by publication of a copy of this order, in some newspaper printed and circulated in said County.

ROSS STOCKWELL, Judge of Probate. DAN A. McGAFFEY, Register.

STATE OF MICHIGAN—The Probate Court for the County of Oakland, on the 7th day of September, A. D. 1926.

Present: Hon. Ross Stockwell, Judge of Probate. Matter of the Estate of Samuel C. Boudin, Deceased. The said Court, having filed in said Court, heretofore, and petition praying for the examination and allowance of the claims and debts of said deceased, assignment of the residue of said estate, and discharge of said administrator.

It is ordered, that the 4th day of October, A. D. 1926, at eight o'clock in the forenoon, in said Probate Office, shall be held a public hearing, at which time the claims and debts to be allowed for, and the residue of said estate to be distributed, shall be determined.

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ROSS STOCKWELL, Judge of Probate. DAN A. McGAFFEY, Register.

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Marines Give Tunney Welcome



When Gene Tunney, former "Dough Boy," arrived at Camp Anthonys Wayne, Philadelphia, his former buddies gave him a rousing welcome Gene is in training to meet Jack Dempsey Sept. 23 for the world's heavyweight championship.

GYPYS WHO GYP CHEVROLET CLIMBS 1,000 Mile Hill

Alms-seeking auto-gypsies who try to "mooch" a handout of gasoline, oil and motor repairs will have to wipe the sentimental tears from their eyes and work up an honest sweat if they're going to cross the Colorado prairie lands.

The Red Cross, Associated Charities and Chambers of Commerce in 10 leading Colorado cities have entered a confidential agreement to stop grub-staking roving motorists.

Marian Whidden, Pueblo Red Cross executive, has originated a system for keeping a record of charity-seeking motorists.

When aid is sought, a record of the number of persons in the party, their mental and physical disabilities, if any, and their occupations is made. Further information regarding the make of car, license, residence, next stop, destination, reason for travel and nature of request is taken.

Three copies are made of this record. One copy is kept at the office where it was made out. Another is sent to Pueblo, the state clearing house. The third is sent to the motorist's next probable stop, so that in case the charity seekers do stop at that city, a complete record will be had of them.

When all the information is gathered, the gypsy-motorist is asked if he will sell his car and settle down if he is furnished a job.

The reply is usually a disdainful "No." In that case the motorist is out of luck and will have to go to work for a living. For the first rule of the organization is to give no gas, oil, repairs or cash and relief only when absolutely necessary.

With Colorado's leading cities in favor of the organization and smaller towns falling in line with the work, the professional charity seekers who drive to "work" in an automobile will have to seek more fertile fields than the prairie cities to ply his trade.

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Major John Sills Makes His Second 'Hole-in-One' at Golf Course Here

Most men feel that one "hole-in-one" would make their lives complete. It would put them in the Hall of Fame, give them something great to tell their grandchildren about. The memory of it would grow tender and mellow as the years wore on. They would feel that they had something in common with Gertrude Ederle and Man-O-War.

What then would you expect of a man who had made two holes-in-one? Insanity, suicide, reckless driving, the good chewing habit, plain black socks, anything might happen after that!

But when Major John H. Sills of Linden road, made his second hole-in-one recently on the Birmingham Golf Club course, he took it quite serenely, according to James Anderson, professional at the club, who witnessed the enviable feat.

It happened at the fifth hole, a par three. Mr. Anderson said: "He just dropped his masher shot over the 145 yards and it toppled into the cup. It was a beautiful sight."

Major Sills' other hole in one happened some time ago on the Lambton course, in Toronto. He did experience some of the wildness expected on such occasions that time, he admitted.

A hole in one is never made on any more than a par three made according to Anderson. "That's 250 yards or under," he said. "It's impossible to drive any farther than that."

REALTOR SCORNS VALUE OF BOOM

A boom can easily be distinguished from a condition of steady growth by an examination of the fundamental causes behind it, James Holland, sales manager of the Stormfield-Lovely Co. said recently.

"A factory might conceivably begin the manufacture of an article for which there was no market and keep busy changing its capital into an inventory," Mr. Holland said.

"There would, in such a case, be every evidence of activity, but a loss would be sure to result. He did experience some of the wildness expected on such occasions that time, he admitted.

"Similarly a boom is caused in a locality by activity which fails to create any economic wealth, but merely changes one form of capital into another or the ownership of money from one to another person. The credit balance of a boom town is not sustained because the exports of such a community do not accelerate to any extent.

"An example of this was seen recently in many Florida cities. Great activity suddenly came to them, but it was the activity which comes from money changing hands. Nothing was produced and no real wealth was created. The boom attracted great hordes of people who wanted to speculate.

"How'd you get that way?" asked his opponent. "Take for example the flood— but the dry man had fled."

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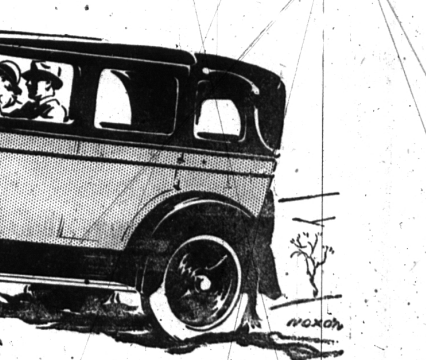
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—for the Pontiac Six engine has a 46 lb. crankshaft, long-wearing semi-steel pistons, heavy I-beam section connecting rods, full-pressure oiling and bronze-backed interchangeable crankshaft bearings.

Beauty, comfort, economy and roadability—in all these qualities the Pontiac Six represents a decisive departure among low-priced sixes. Yet, on the basis of power in relation to wheelbase, weight and price, it ranks as the one outstanding engineering triumph of the day.