Of INTEREST TO MOTORISTS

COUNTY PLANS NEXT YEAR'S ROAD WORK

Oakland County will spend approximately two and one half million dollars in road building next year adding more than 50 miles of concrete pavement and 27 miles of gravel surfaced roads, according to an announcement of G. Ross Thompson, Chairman of the Oakland County road commission.

The program includes the building of a traffic cutoff or detour around the southwestern limits of Pontiac to route through traffic away from the congested districts of the city. This pavement will be 40 feet wide and will leave Woodward avenue at the Square Lake road and join the Dixie Highway which is the continuation of Woodward where that thoroughfare crosses the western city line. This road is also the upper end of the Telegraph road which will be continued from the Wayne County line on a new 150 right of way, conforming to the Master Plan of superhighways.

Other roads to be built in next year's construction program will be eight miles of the John R road from the Big Beaver road to the village of Rochester; the Thirteen Mile road from Woodward avenue west to the Orchard Lake road; the Fourteen Mile from Dequindre to the Southfield road; 3-mile new concrete pavement from Rochester to Pontiac via Perry street; the Maple road from Orchard Lake road to Walled Lake; sections of the Eight Mile, between Wayne and Oakland counties and between Washtenaw and Oakland and a new road from Pontiac to Waterford through Waterford township.

The gravel roads to be improved by the county include several miles in Independence and Brandon townships from Drayton Plains on the Bushman road to the Clarkston road and from the Seymour Lake road to the Oakwood road. About five miles of new gravel will connect the Dixie Highway with the Ortonville road in Groveland township, and a new gravel road will be built from the village of Commerce to the Elizabeth Lake road.

All Oakland county roads for next year, with the exception of those projects that will be built under State Highway department auspices will be built under the provisions of the Covert Act, by which the greater part of the cost is borne by special assessment districts and a percent by the township through which the road passes and a portion by the county at large.

With the completion of the 1928 program almost every mile of road south and east of Pontiac to the Wayne and the Macomb county lines will be improved. Many of the roads in this area are classified in the Master Plan of superhighways, rights of way for which are being rapidly acquired by the Oakland county road commission on superhighway widths ranging from 120 to 204 feet. The Oakland county road commissioners are Mr. Thompson, chairman, Thomas J. Lytle and Luther D. Allen.

Ernest Clayton of Duluth was sent to jail for threatening to kill a girl who refused to marry him.

DODGE BUILDS 2,000,000TH CAR

Dodge Brothers on Nov. 5 built its 2,000,000th car, just 12 years, 11 months and 21 days after No. 1 came off the line. Picture shows company officials and four employees who have been identified with Dodge interests over 35 years. Left to right: John R. Lee, General Sales Manager; E. G. Wilmer, President; Al Andrich, Otto Graul, Al Livermore, Bill Wohlfeil, the oldest employees; H. H. Springford, Vice President; William M. Purves, Harry J. New, Ass't General Sales Managers and A. K. Schoepf, Assistant to the President.

PACKARD HITS SALES MARK

The Packard Motor Car company is continuing to build and deliver cars at a rate never before approached in its 28 years' history. September was reported as Packard's biggest month. Now comes word that production was carried through October at the same high rate and demand is such that the present high schedules probably will have to be carried through the entire winter.

Shipments of cars by the factory in October alone exceeded those of any entire year up to 1920 with the exceptions of the years 1916 and 1917. Shipments of both September and October exceeded those for all of the first 11 years of Packard history. The combined September and October shipments also exceed those of any year, except 1916, from the time the first Packard car was built, November 6, 1899, to 1922, the year in which the company made it possible for more persons to own Packards through the Packard Six.

Packard began beating all the production records of its history in August when the factory began swinging into its stride in the building of the present improved cars. The total of cars shipped from 1904 to 1907 inclusive was considerably less than the August shipments. The combined shipments of August, September and October exceed those of any year from 1899 to 1922.

NEW HUPP IS GIVEN OVATION

More than 3,000 cars bought, 45,000 demonstrations given and more than 500,000 visitors attracted to the salesrooms of its distributors and dealers, is the estimate of R. S. Cole, general sales manager of the Hupp Motor Car corporation, of the reception accorded the new Hupmobile 1928 Six by the public during the first four days following its announcement.

"The figures for buying, demonstrations and public attendance each surpass those for the presentation of any previous Hupmobile," says Mr. Cole. "They were compiled from nearly a thousand enthusiastic congratulatory telegrams received from Hupmobile owners of long standing, from the general public and from distributors and dealers. Presentation of the new car to the public is still in progress in various sections of the country.

"The reception surpasses that given the Hupmobile Eight during its premiere in January, 1925, when 400,000 persons attended its first showings, and that accorded the first Hupmobile Six in November of that year," Mr. Cole pointed out. "The car's remarkable beauty and great performance capacity was a source of almost universal comment. Reports from New York, Boston, Philadelphia, Washington, Atlanta, Cleveland, Detroit, Chicago, Kansas City, Dallas, Oklahoma City, Los Angeles, San Francisco, Portland, Seattle and many other points show sales rooms crowded until close to midnight with enthusiastic motor car owners.

PEDESTRIAN CONTROL IN SAN FRANCISCO

Pedestrian control is one of the leading factors in the new traffic ordinance which has just gone into effect in San Francisco.

At intersections where traffic is directed by a traffic or police officer or by stop and go signals the ordinance makes it unlawful for the pedestrian to cross the roadway other than with released traffic.

The new ordinance was drafted by Miller McClintock, traffic consultant for the San Francisco Traffic Survey Committee. It was drawn up on the basis of data collected in a year's study by the San Francisco Traffic Survey Committee.

The ordinance conforms in all essential respects with the uniform traffic ordinance for California cities drafted by the legal departments of the California State Automobile Association and the Automobile Club of Southern California.

Proper signs and signals are to be erected and the ordinance provides additional protection for pedestrian's using cross walks and prohibits "jay walking" by limiting the pedestrian's right to use the roadway under certain conditions.

In the central traffic or business district right turns at controlled intersections are permitted only upon a go signal. Complete circle turns to the left are prohibited in the central traffic district or any business district between 7 a. m. and 6 p. m., except on Sundays and holidays.

The ordinance also provides for loading zones in certain locations for the purpose of elmipating the double parking nuisance.

GRANTLAND RICE TO BROADCAST HIS ALL-AMERICAN GRID TEAM

The first announcement of the All-American football team, the nation's mythical eleven of leading 1927 gridiron stars, will come appropriately enough through courtesy of the builders of the All-American automobile, the Oakland Motor Car company.

Grantland Rice, who succeeded the late Walter Camp as dean of American sport writers, will announce his All-American football selections on Friday, December 2, at 7:15 p. m., eastern standard time, during a special 15-minute "All-American" raido program over the 29 stations of the General Motors corporation "hook-up," the largest group of sending stations ever assembled for broadcasting regular programs.

The Oakland Motor Car company one of the General Motors "family," will be "host" during the brief but important All-American announcement program, which will include also a medley of American college songs. A majority of the 4,000 Oakland-Pontiac dealers throughout the country will tune in on the program and hold open house with a general invitation to the public in general and football fans in particular.

The Oakland Motor Car company's first regular turn as "host" during the General Motors weekly "Family Party" will come on December 5 between 9:30 p. m. and 10:30 p. m., eastern standard time. This program will be in the nature of a celebration over Oakland's first formal appearance on the air and of its "radio scoop" of December 2 in being the first to announce Mr. Rice's All-American selections. The public also is invited to listen in on the December 5 hour of entertainment at the Oakland-Pontiac showrooms.

Both Mr. Rice's special All-American program and the weekly December 5 program may be picked up by tuning in on WWJ of the WEAF chain of the National Broadcasting company.

Try an Eccentric Classified Adv

VENEZUELA HAS WAY OF GIVING WARNING

"Despacio se va lejos."

At least, that is what they think in Venezuela, where those words are the inscription on a large monument warning motorists that "Who goes slowly, goes farth The monument, consisting massive stone pedestal, upon is mounted a badly wrecked mobile, was recently unveile the scene of a great many accidents on the Guaria road.

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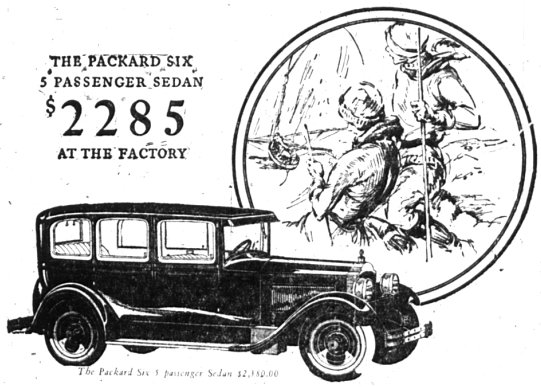

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To own and operate the long-lived Packard Six costs no more than the purchase and trading in of a succession of lesser cars. But the satisfaction of distinguished, fine car transportation is far greater.

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—which every year for the last ten years has made and sold more tires than any other company in the world.

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—which operates its own cotton plantation, textile mills, rubber plantation, coal mines, factories and branches, to the end of delivering the tire-user the greatest possible value for his dollar.

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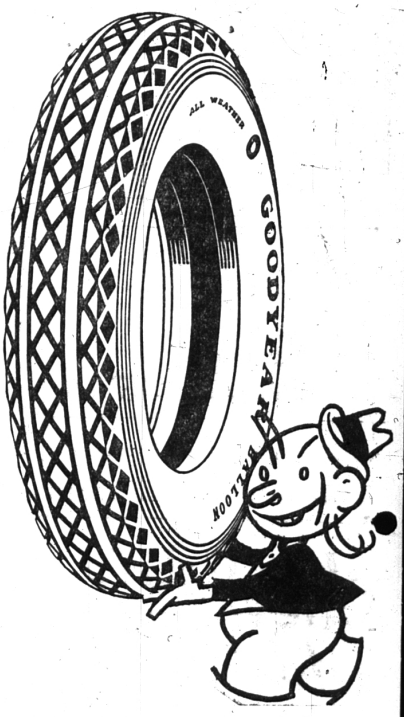

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