

COACH PLANT WORK RUSHED

Threat Of Snow Gives Impetus To Builders Of Factory

In the effort to complete the greater part of the work on the new Yellow Truck & Coach Manufacturing plant in Pontiac, Bloomfield Township, before the thermometer drops further, work was proceeding at feverish haste yesterday as snow threatened. Engineers expect to have all underground work finished by December 1, and are hoping for good weather during the next 15 days. The entire main building and the

ground between it and the power plant have become a network of pipes, drains and conduits. All of the drains, sewers, water mains, gasoline lines, and sprinkler systems are underground and at present 90 per cent completed.

Bad Weather Feared
Light rains or snows will not delay the work but a heavy rain or snow storm would effectively hold up construction for several days. The steel bridge between the main building and the power plant is nearly completed and erection of this bridge, 650 feet in length, is supported by steel towers, 100 feet high. The bridge will carry all of the steam, hot water, compressed air and cold water lines from the power plant to the main building.

The bridge also will carry a 48-inch galvanized iron pipe through which wood shavings will be blown from the main building to the

power plant and used for fuel in the boilers. The other pipes will total 11 and will range in size from four to 12 inches.

Building Climbs Up
Two of the four boilers in the power plant will be ready for service on Thanksgiving Day, engineers stated today, and the other two will be ready to steam up early in December.

Construction of the administration building is being rushed, and progress during the past week has been rapid despite the fact that supplies have been a challenge through the construction work on South Boulevard, which has made it impossible for big trucks to get through.

At present all three floors of the administration building have been poured except a small portion of the third floor. Brick and stone work is up to the second floor.

In the main building, erection of conveyors and other equipment is proceeding. The lift plant is scheduled to start production on Jan. 1, 1928.

Sued by Historian



As an outgrowth of Mayor William Thompson's efforts to rid Chicago's public library of all history books containing passages which he believes are pro-British, Prof. S. D. Muzzey, internationally known historian of Columbia University, is suing Congressman John J. Gorman, above, for \$100,000 because of the congressman's alleged charges regarding the contents of an American history written by the professor.

home... marks the exact moment of sailing. (Along how many out-of-date words will endure, we speak of a boat sailing and call it a steamer, without once calling it a ship.)

It is as if the captain should appear in gray clothes, with hat, serge overcoat and the ship hand plays a stirring tune, as the boat sails.

At least as dramatic as the fellow in a tuxedo, a parade band leader, "Hold your horses!" The fellow in a tuxedo, a parade band leader, "Hold your horses!" The fellow in a tuxedo, a parade band leader, "Hold your horses!"

RADIOLAND TO HAVE NEW MAYTAG STUNT

A new feature appears in Radioland each evening, when the nightly broadcasting, at 9 o'clock Sunday and Monday, excepted, of the Maytag Ramblers over Radio Station WHT, Wresley building Chicago.

The feature stars of The Maytag Ramblers are two characters known as Miss May and Mr. Tag. Their whimsical and occasionally interpolated will give a smiling listening theme to the programs of the Maytag Ramblers.

While the artists, May and Tag, tonight, they are also appearing each night in a variety of part of distinguished artists. Among these will be: Dorothy Frank the night before, and the Bellhatch, noted tenor; Lennox Johnson, tenor; and Al Carney, tenor. The Chicago Philharmonic have any other other touch has the face. After two or three more guitar ensemble, and Al Carney, tenor, the leader of the band, the Maytag Ramblers are represented by the Maytag company of Maytag Aluminum Wash-That is why it is always with us.

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FRANKLIN MAN SERVICES HELD

Village In Mourning For Aged "Uncle Peter" Christensen

Franklin today is mourning the death of "Uncle Peter" Christensen, prominent old character, who died Thursday after an extended illness, of complications attendant upon old age. Uncle Peter, who was 84 years old, had been a resident of Franklin for more than 40 years, coming there from Gydland, Denmark, where he was born.

Uncle Peter was a dietician by profession. There is hardly a farm in the vicinity of Franklin where he did not lay the diet. Most of the work that he did 40 years ago is still in good condition, experts say. He was an honor member of the F. & A. Lodge of Franklin.

His ability to play an accordion made him a favorite at entertainments.

Mr. Christensen was married to Henrietta Jensen in 1882, just after he landed in America. Immediately afterwards he and his wife moved to Franklin, and for the past 20 years they had lived in the same house. Mrs. Christensen died in 1920. Mr. Christensen leaves no immediate relatives in this vicinity.

Funeral services were held at 2 p. m. Monday from the Frank Methodist Episcopal church, the Rev. Henry Bushong, pastor, officiating. Burial was in the Franklin cemetery.

BLACK CAT BRINGS LUCK
LOS ANGELES, Cal.—Miss Theresa Bloom, 18, was superstitious. Black cats, especially, symbolized bad luck. She was convinced to her everything that spelled bad luck. She and it came into this manner. Miss Bloom had a voice, but only she and her mother knew about it. She heard that Los Angeles Art Center was giving scholarships in music, and she went to the building. But the first thing she met was a black cat. Immediately she let out a great cry, making such a noise that all the critics ran out and to her astonishment exclaimed: "What a magnificent and powerful voice!" She received first scholarship.

Kellygrams

By Fred C. Kelly

SHIPBOARD IMPRESSIONS
I had always supposed that old-fashioned travelers would be somewhat patronizing toward a young fellow from the country setting sail on his first voyage across the Atlantic. But instead they show me only envy.

"You're lucky," they say, "to have the thrill of your first glimpse of Europe still coming to you. The harbor at last looks like the same kick out of it."

A few people, even those who usually become homesick regard a sea voyage as a hardship. No, it's a great privilege to spend several days starting at the ocean. But I've never cared much for looking at water in the larger sizes and I particularly dislike oceans. May that's why I have difficulty in getting to the actual operation of crossing one.

A small trout pond, the sailing book is my idea of a suitable place for marine adventure. The ocean is too unaccommodating. Has anybody ever heard of an emergency conciliatory in an emergency and offering to make terms? It's a monster, bound to have it own way and ready to take any advantage. The more I look out the ocean as I pull away from New York harbor the more I feel that if any cosmic arrow, I can't count on me to help from the ocean. It'll be as well satisfied when we separate our party.

We're starting out in a fog. But the foggy things appear much concerning. They seem willing enough to put up with fog. If only there is no rough sea. A ship officer chuckles good-humoredly at this.

"No sailor ever feels the slightest concern about rough sea," he says, "but none of us has any sense of mind in a fog. The captain doesn't always stay on the bridge in a mere storm, but you may rest assured that he's there now and will be until this fog lifts."

Most of us are always more excited about imaginary than about real dangers.

It is disappointing that the depiction of a great ship isn't so dramatized. Those who came to see farewell to their friends gradually disappear, the gangplank is withdrawn and the ship without the slightest halloo, simply starts across the ocean. No stirring an-

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In the hills of Oakland County—away from noise and confusion. Less than an hour's drive from downtown Detroit, and only a few minutes from several golf and country clubs. Franklin Village will attract you with its winding drives and generous-sized building sites, laid out to conform with the rolling topography of the land. The restrictions are in conformity with the character of the surrounding region, and prices just at present are extremely moderate. Before you build, be sure to see Franklin Village.

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Franklin Properties
Address: Franklin, Mich. Telephone: Birmingham 1370

Simple—Economical!

These Were the Ideals in Mind When the ROBERTS' GAS BURNER Was Invented

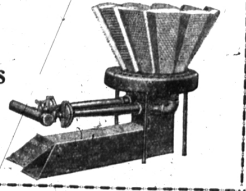
Both have been achieved. The ROBERTS' GAS BURNER has no motors or moving parts to get out of order. Even years of service do not depreciate its use. It is so simple, it is fool-proof and service-proof.

It Is Economical!!
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SHAIN'S
The Rexall Store
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Excuses needed. A person in a little Colorado town was having his daily shave at the barber's of an old-fashioned barber. The barber had been good and Zen, concert violinist; William Frank the night before, and the Bellhatch, noted tenor; Lennox Johnson, tenor; and Al Carney, tenor. The Chicago Philharmonic have any other other touch has the face. After two or three more guitar ensemble, and Al Carney, tenor, the leader of the band, the Maytag Ramblers are represented by the Maytag company of Maytag Aluminum Wash-That is why it is always with us.

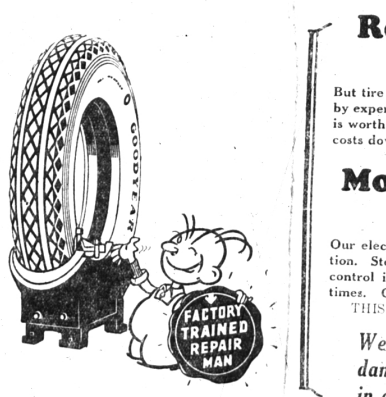


Does It Pay To Have Your Tires Repaired?

Yes---Absolutely!

Maybe you have a couple of old tires in your garage that seem about ready for the junkman. Don't let him have them—at least not until you've let us look them over. An inexpensive repair may give them a new lease on life.

Car owners who have had their tires repaired by us will tell you THAT IT PAYS TO HAVE THEM REPAIRED. Tire repairing has reached the stage where it is science. The right time of cure, the right kind of materials, the right density of cement, the right cutting down and building up things assure you a lasting, smooth and economical repair. We use Goodyear factory methods and Goodyear materials. They are up-to-date.



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Repair Work by Trained Men

But tire work must be done in a well-equipped shop by expert repairmen—men who know whether a tire is worth repairing, how to repair it and how to keep costs down. Our men are well qualified.

Modern Repairing Facilities

Our electrical equipment assures perfect vulcanization. Steam is generated by electric heat—pressure control is automatic—temperature is even at all times. Over-curing is impossible.

THIS MEANS PERFECT TIRE REPAIRING

We're all set and ready for that damaged tire of yours. Bring it in and save money and mileage.

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