

TRAFFIC CODE IS EXPLAINED

Pontiac, Feb. 5.—Pontiac's new traffic code, which was passed by the City Commission, Tuesday, Jan. 31, to become effective in 20 days, is a combination of the former city code, the state code and the Hoover uniform traffic code. While many of its provisions are similar to the old code it is much more extensive in its scope and the city's powers are broadened through the operation of a traffic violation bureau at police headquarters. Its object is to relieve congestion in the courts by taking

WE HEARD IT SAID BY—
 Sheriff Frank Schwann: "There was a considerable let down in the number of prisoners in the county jail during January. It seems to be customary for this to happen after Christmas and it may be because after the holidays, all people remain at home and obey the laws."

care of fines promptly at Police headquarters.
 Its purpose is explained in the general provisions. In Section two of the general provisions the penalty for infractions of the code is given. Persons found guilty of a misdemeanor violating any of the provisions are punishable upon conviction by a fine not to exceed \$100 or by a sentence of not to exceed 90 days in the Oakland County Jail.

Section three of the general provisions defines words which might commonly be misconstrued. In Section four the Police power is listed. Section five makes it illegal for any person to willfully move, destroy, deface, change the wording or otherwise interfere with any sign erected or established by the department. Initiation of a sign erected by the Department is also declared a misdemeanor.

Out of a total of 60,354 General Motors stockholders, 23,115 or 38 per cent are women. Women own an aggregate of 1,341,406 shares of common and preferred stock or over 13 per cent of the entire outstanding capitalization of the corporation.

TRUCKING

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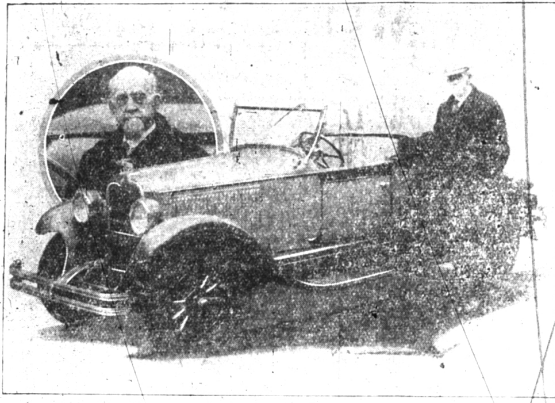
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From Ox-Team to Sport Roadster



Alden Ward Chase, 91, who drives an Oakland Six, compares modern motor travel to the ten miles a day pace at which he migrated 80 years ago.

MOTORIST OF 91 DRIVES OAKLAND

Ninety-one years old and still driving an automobile!
 Alden Ward Chase, a resident of White Hixon, Mich., who says he still is driving a car nine years from now when he attains the century mark, is a surprisingly spry and alert exponent of keeping up with the times.
 The hand that 80 years ago snatched a bull whip during an ox-team trek from Indiana to Michigan has acquired and retained the art of guiding a motor car in modern traffic. He was 82 years old when he obtained his first license and promptly exhibits the document to anyone who may question his age.
 In the last four years he has driven his Oakland touring car a distance of 13,000 miles. During a recent visit to Detroit he borrowed an All-American Sport Roadster and drove it another an hour "just to see whether they

still make 'em as good as my old

timed during 1927 on an intensive scale and commonly used over the need for a nationwide definition of what he is doing on the car-touring circuit.
 The A. A. statement follows: "One of the overriding demands of motordom today is for a just equitable distribution of the tax burden to the end that the car owners of the country may be relieved of the disproportionate burden they are now carrying."
 "From the history of taxation we might reasonably expect that the more numerous an article, the tax incidence becomes, the lower would be the tax rate on the individual unit, but in the case of the automobile we have a complete reversal of precedent. The average per vehicle tax in 1918 was \$22.57, compared with \$32.98 in 1927.
 "While the number of automobiles has increased enormously, an analysis of the tax picture discloses that the annual per vehicle tax in the nation as a whole was always greater on a percentage basis than the increase in the number of automobiles. In the past ten years, 1918 to 1927, the increase in automobile registration was 392 per cent, as compared with an increase of only 100 per cent in the total amount collected from motor vehicle taxes.
 "It is estimated that the country expended \$5,500,000,000 last year on highways in the United States since 1918, and on this basis the total taxes paid by motorists amounted to more than half the amount spent for roads.
 In 1927 the motorist tax amounted to 75 per cent of the total road building expenditures of the nation, including new construction and maintenance.
 "Such taxes have increased tremendously in recent years. Although this is well known, it is generally known what proportion of this increase has been thrown on the car owner's shoulders. In the past ten years the percentage of increase in State automobile taxes has been 122 per cent compared to slightly less than 100 per cent increase in the per capita State taxes during the same period."
TRUCK BODY ELEVATED
 To simplify the kind of a sorting and stacking yardwork a sport-truck dealer has devised an elevating body for his sport truck, says Popular Mechanics Magazine. It can be raised to a height of more than 11 feet, remaining level during the descent and permitting easy stacking of the load as well as refilling the truck from the top of the pile.

MOTORISTS PAY HIGH TAX BILL

In 1927 the car owners of the United States paid \$225,555,812 in Federal, State and municipal taxes, making a total of \$1,475,776,000 paid by the motorists in the ten-year period, according to an automobile tax survey recently completed by the American Automobile Association.
 In citing these figures the national motoring body pointed out that the tendency to pyramid the tax burden of the motorists con-

tinued during 1927 on an intensive scale and commonly used over the need for a nationwide definition of what he is doing on the car-touring circuit.

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"All 7 of our family voted New Hupmobile first in secret ballot"

Oklahoma banker tells how his household selected the Six of the Century

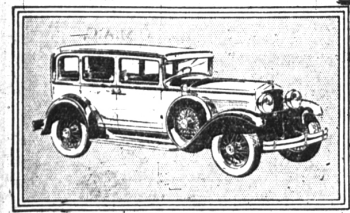
Popular suffrage has already cast an emphatic vote in favor of the New Hupmobile—The Six of the Century. An actual incident in Oklahoma serves to illustrate the universal agreement.

"Our family of seven went shopping for a new car," reports a prominent banker. "We inspected all the well-known makes before attempting a decision. That evening we decided to take a secret ballot on the first, second and third choice. When the votes were counted the Hupmobile had received 7 for first choice—a unanimous decision."

When a new car makes such an impression it is no wonder that people stand in line to buy, offer premiums for immediate delivery and do other strange things that have not happened since the automobile was a baby and the century had just been born.

As a matter of record fact, this creation of new beauty and advanced mechanical excellence has so startled and delighted the motor world that it has been aptly christened the Six of the Century.

You'll find it a deceiving car as well as a beautiful car; for you will assume, as soon as you see it, that it is well above the \$2,000 price. But it is well below and that is one of its pleasant surprises.



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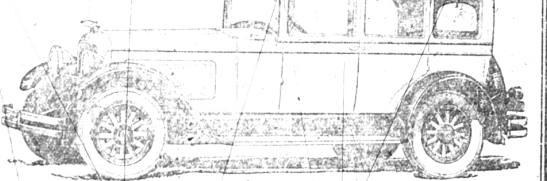
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The Dictator 2-door Sedan	\$1095
The Dictator 4-door Touring	\$1295
The Dictator 2-door Touring	\$1195
The Dictator 4-door Coupe	\$1395
The Dictator 2-door Coupe	\$1295

All prices f.o.b. factory, including taxes, license, etc.

The Dictator 4-door Sedan \$1195

f.o.b. factory, including state license

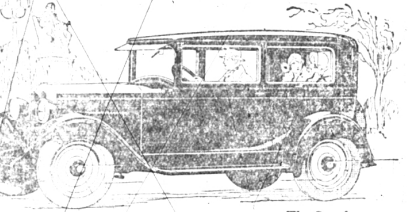


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