

LEGAL NOTICES

CITY OF BIRMINGHAM, MICHIGAN
NOTICE TO PROPERTY OWNERS
FERDINAND STREET RIGHT-OF-WAY
 NOTICE IS HEREBY GIVEN that the City Commission of the City of Birmingham will meet Monday, August 20, 1956, at 8:00 P.M. in the Municipal Building to consider any objections to the construction of certain improvements described herein and to the creation of a special assessment district created to defray the cost of construction.

FERDINAND STREET PAVEMENT
 Consideration of a cement concrete pavement on Ferdinand Street from Oakland to Hamilton, said pavement to be 30 feet in width, four feet of curb, said improvement shall also include necessary grading, drainage structure, modification of existing utilities, modification of existing grade of this street, and all other necessary improvements to provide a complete pavement.

The Commission proposes to create a special assessment district to defray the cost of this construction and said special assessment district shall consist of the following described property:

Assessor's Plat No. 21, a replat of Hamilton's Eastern Addition, Van Every-Lawson Subdivision, Randal Addition, and a part of the S.E. 1/4 of S.W. 1/4 and of the S.W. 1/4 of S.E. 1/4 of Section 25, Township 2 North, Range 10 East, City of Birmingham.

Lots 28 to 40 inclusive
 Lots 42 to 48 inclusive
 Lots 50 and 51
 Lots 44 to 74 inclusive

Plans and estimate of cost of this project are filed with the City Clerk of the City of Birmingham for examination by the public. The Commission proposes that 85 per cent of the cost of this improvement shall be borne by special assessment, and 15 per cent of the cost of this improvement shall be borne by the city at large.

Individual assessments are not now available. They will be computed by the assessor after August 20, 1956, if the necessity for this improvement is established by the Commission, and there will be another public hearing scheduled for the purpose of reviewing the assessments.

IRENE E. HANLEY,
 City Clerk. (223) (223)

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PARK STREET RIGHT-OF-WAY
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PARK STREET PAVEMENT
 Consideration of a cement concrete pavement on Park Street from Oakland to Hamilton, said pavement to be 30 feet in width, four feet of curb, said improvement shall also include necessary grading, drainage structure, modification of existing utilities, modification of existing grade of this street, and all other necessary improvements to provide a complete pavement.

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By a Test Drive we mean more than a once-around-the-block "spin."

We want you to test the power that rocketed Ford to a 500-mile stock car record at Indianapolis... the GO that won the grand prize at NASCAR's Daytona Championships. We want you to feel how this Ford seat pays off in your kind of driving: in traffic, passing on the highway, getting going at traffic lights. We'll put either a Ford Six or a mighty V-8 with up to 225 h.p. at your disposal.

We want you to drive and listen—drive and feel. That fine-car quiet results from sound insulation under the hood, under the roof, in door and body panels—the most insulation in any car at anywhere near Ford's low price.

Some other things that contribute to that smooth, silent, luxury-car ride are things which Ford's leading competitor certainly can't boast: Ball-joint suspension with wide base con-

trol arms for better steering, more stabilized wheel alignment... shock absorbers that are mounted to the frame rather than the body.

"Sure," you'll say as you drive along the road. "Feels pretty good—but after all, this car is new."

Well sir, when you come in from your drive we'll show you why Ford will stay like new for a long, long time.

We'll show you how Ford has five cross-members (including a "K" member) in its frame. Ford's leading competitor only has two. We'll show you the deep-block Y-like engine design which enables Ford engines to take it.

Another important factor is the way Fords are consistently styled for the years ahead. And if there ever was a Ford built to stay in style it's this 1956 job. For America's favorite dream car—the Ford Thunderbird—was its styling inspiration.

Then, there's this matter of safety. Ford offers you the extra protection of its exclusive LifeGuard Design. Time and again folks have told us how this family of safety features has prevented serious injury in accidents.

Now—what you've been waiting for. How can you save

hundreds of dollars by taking a Ford Test Drive? Simply by proving to yourself that there really is a fine car in the low-price field.

You see, the reason a Ford does not cost hundreds of dollars more than it does, is Ford's huge production and the huge volume which we Ford Dealers sell.

There are many cases where "medium-priced" cars claim to be priced within a few hundred dollars of Ford. Remember, however, these prices are usually arrived at by comparing their lowest-priced models—stripped—with Ford's most expensive models that include all of the comforts of driving.

But enough of this talk. Come in. And you do the driving and the talking. Bring the family, too.

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NOW! A FORD with AIR CONDITIONING costs less than many medium-priced cars without it. **TRY ONE TODAY!**

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