

OAKLAND BOASTS FINE PAINT JOB

Satin Wax Finish Praised By Motorists

When the fleet of new 1924 Oakland cars was sent out early in September from the factory at Pontiac to all sections of the country to demonstrate the four-wheel brakes and other safety features, no particular stress was placed on the special blue satin wax body finish which is a distinct feature of all Oakland open models.

But it has been found that after the "True Blue Travelers" had gone through mud-spattered roads and even thick gumbo, all that was necessary to give the cars a new appearance was to rub off the mud with a dry cloth.

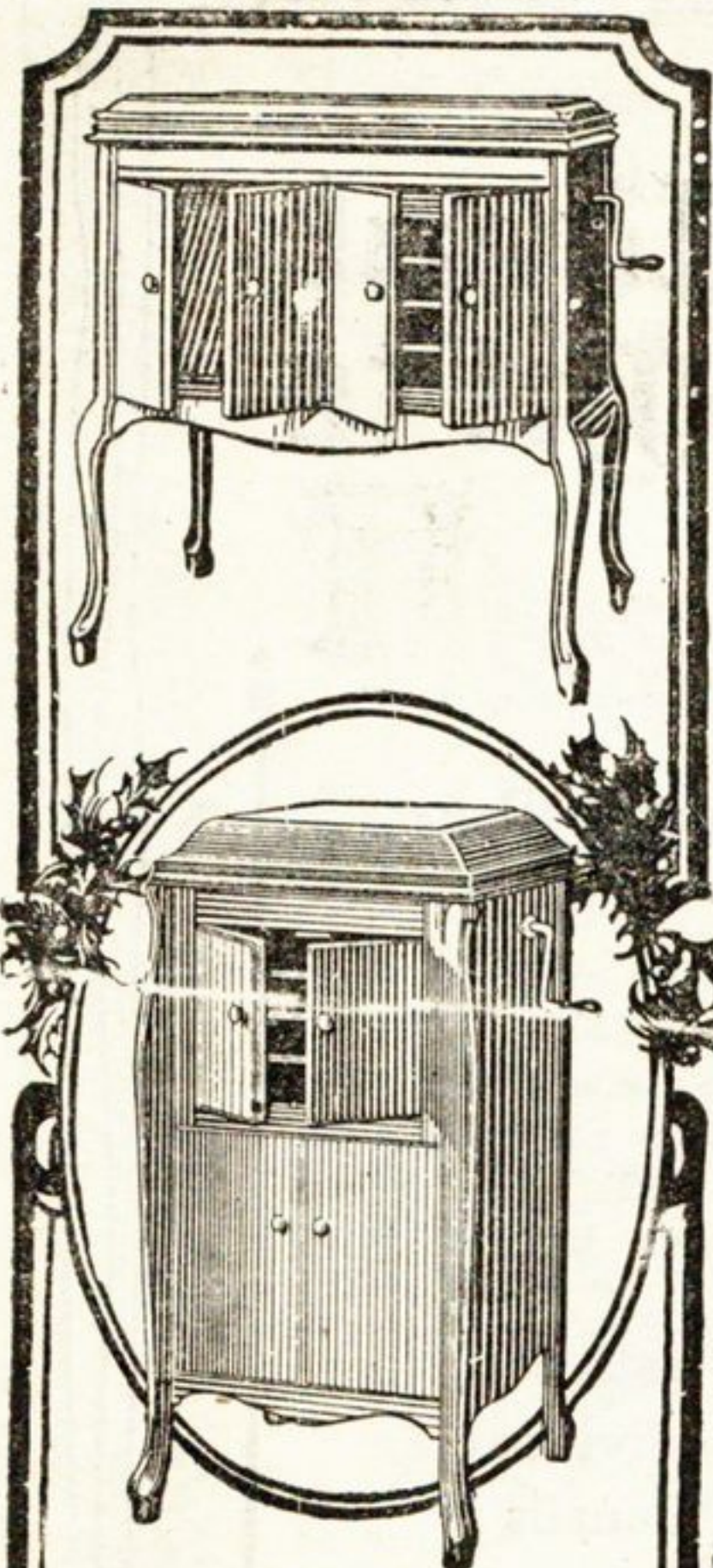
The special paint on the Oakland bodies is the most recent development for automobile use and possesses remarkable properties of durability. The body may be cleaned with a dry or oily cloth, or washed in the regular way. The satin wax finish which is rubbed on over the paint is improved by rubbing or polishing, so that as the cars are used they attain an even smoother gloss. The finish is not easily scratched, does not check and is not affected by sun or rain.

Another feature of interest to owners is the fact that if the body is marred or dented in any way, all that is necessary after the dent is "bumped out" is to have the Oakland dealer spray with a special paint gun just the spot that has been marred. The paint blends together without leaving a trace of where the damaged spot appeared. This is impossible on a varnish finished job, as it is usually necessary to repaint and varnish a whole panel or section of the car.

The ease and rapidity with which this finish may be cleaned has not only been demonstrated by the True Blue Travelers, but also at many of the fall fairs in the east, where these models have been subjected to literal mud-slinging all day to prove that the mud is easily removed with a dry cloth and that it does not harm the finish in any way.

FINED FOR INTOXICATION

Dudley Vore, formerly of Wilmette, but now employed in Waukegan, was fined \$3 and costs by Magistrate Mickey, Saturday morning, December 1, on a charge of intoxication.



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CLOSED CARS MOST FAVORED IN PAIGE

Production of Paige 6-70's and Jewett Sixes by the Paige-Detroit Motor Car company was 90 per cent closed cars during the month of November, according to the schedule in force last month, Tracy Holmes, north shore dealer has been informed.

This is perhaps the largest percentage of closed cars that any manufacturer has scheduled for building during any month in the past year, it is said. Paige and Jewett production for October was 80 per cent closed cars, Mr. Holmes states.

The Jewett brougham, more than any other single model, was responsible for the increased proportion of closed cars, scheduled this month, stated Mr. H. M. Jewett, president of the company. He cited two specific reasons for the popularity of Jewett brougham, as seen by the factory through its "eyes"—the dealers.

The first was the low price for a quality six cylinder motor car—approximately only \$100 more than a touring car of the line.

Second, the permanent finish as well as permanent top.

"We find the public already acquainted with the lasting qualities of a baked-on enamel finish," states Mr. Jewett. "The business man, farmer or family living in the congested city need not worry because they are forced to leave the brougham standing out-doors in any old kind of weather. Its finish will not be affected."

FINIS

There was a man in our town,
And he was a wondrous guy;
He made the corners on two wheels,
And the crossing on the fly.
But just too late, I grieve to tell,
This wise one saw the light;
His engine stalled on the railroad track,
Toot-toot! Ding-ding!! Goodnight!
—Illinois Motorist.

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WHY WISCONSIN HAS GOOD ROADS

Counties Handle Maintenance of Highways

Counties in Wisconsin took over the maintenance of their roads on May 1, 1918. The state commissioner established nine divisions in the state, each having about eight counties. A resident engineer is in charge of each division, under him a corps of assistants, who maintain, mark, and sign their territory. visit the patrolmen twice a month, and report each visit by card to the main office. In 1922 the commission at Madison received reports of 10,940 visits. Three members of the county board supervise road work, and a county highway commissioner is also elected to have charge of all road construction and maintenance work in his county.

Wisconsin has both team patrol and motor truck or tractor patrol. For the team patrol the patrolmen furnish a team and wagon, and the county fur-

nishes a light-blade grader, a road plane, a plow, a slip scaper, and other necessary small tools. On the motor patrols all equipment is furnished by the county. Sections cared for by team patrols average six and three-quarters miles, and the patrolmen work from April first to December first for \$140-\$165 per month. Between December first and April first patrolmen agree to work when requested, at a fixed price per hour. Motor truck and tractor patrols cost the counties on the average about \$110 per month each.

The Wisconsin system is the result of investigations which the commission carried on in other states regarding satisfactory systems of road maintenance, and for practical methods of improving ordinary town roads which had heretofore been under the care of a township director with wide territory, limited time, and more limited money. Wisconsin's total mileage on all classes of highways is 78,000. When the county maintenance work was commenced,

255 miles were concrete, 1,175 miles stone macadam, 15,670 gravel, and 60,300 miles earth. Under the county maintenance system, each county owns much of its own road maintaining equipment, and enjoys better roads with less expenditure of time and money. Many improvements have been originated by township votes.

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