

### The RADIO PHAN Talks

By F. S. BARTON

It looks like a conspiracy. Every evening for the last seven evenings we have discovered a brand new station on the air. At least it must be a new one because we never got one in before on that particular airing. On the dial, way up high or way down, wherever it happened to be.

But, shoot! When our ear caught the long-listened-for announcement, it was Los Angeles every time! How do you suppose she manages it? It's great anyway. We can't take our hat off to her because we don't have time to replace it between stunts.

Complaints are heard on every hand from people who feel sure they have a radioacting bootlegger in their vicinity who comes on the air with code that can be heard all over the dial and then after an evening or two lays off for a while.

This is occasionally true perhaps but the recurrence of this form of disturbance is not nearly as frequent as it was. Many people ask what is the remedy in such a case.

If you feel confident that you and your neighbor are right about the matter, then the thing to do is to write the Federal Inspector of Radio District No. 7, in Seattle, Wash. He has a large territory and cannot answer individual complaints we would judge, but he is very active in looking after trouble where it affects a sufficient territory to make investigation a reasonable matter.

In the 7th Federal Radio District are Oregon, Washington, Idaho, Wyoming and Montana.

Conscience suggests that we offer Los Angeles a little bouquet

this time so we will say for her that many outstanding programs are heard from that city.

On one program the other evening for example, a number of nationally famous writers and musicians were heard; Victor Serching, composer of "Markeeta" (??? Spelling?), Rupert Hughes, Ellnor Glynn (???), Peter B. Kyne and several others of equal note.

That is one of the most interesting things about radio, it is so jack-in-the-boxy. A concert comes off as scheduled or we hear a song or a bit of anecdote from an obliging star who happens around to that part of the world on that particular evening. And like children, we like surprises.

J. E. Maerac tells "How It Feels To Be Blind" in the Woman's Home Companion for May. It is rather a remarkable article in some respects and well worth reading, especially if we are the least bit inclined to pity ourselves.

Incidentally he tells what radio has come to mean to him although he admits that the idea did not appeal to him. When he found it he found the bottle that contained the friendly genie, that was different. He says:

"Someone suggested a radio set. This did not greatly appeal to me at first, but it was not long before I found it one of my greatest pleasures. Then one night last February I listened in to the demonstration of radio-telephony given by General Carty from Chicago. The whole country was for the first time linked together within the sound of one man's voice. This gave me the thrill of my life.

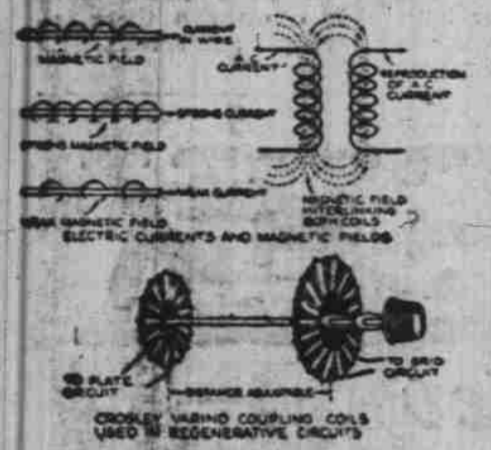
"There can be no doubt the radio brings the shut-in person more in touch with the world of actuality and activity than anything else. Lectures make up for some of the reading one cannot do (and misses so much), and there is a great deal of good music in a city like New York. Everything from church services to jazz is there, and many times there is a surprising selection from which to choose. It is a great tribute to the generous heart of America

### FEEDBACK AMPLIFICATION

John R. Loofbourou

In discussing regeneration we may imagine the signals passing through the tube once, to be amplified, then passing through again, to be further amplified, and again and again, to be still further amplified. From such a picture we get at least a general idea of the meaning of regeneration. However, many scientists believe that this viewpoint is not strictly accurate. In order to understand this let us first inquire as to just what happens in the little coupling coils that are the heart of most regenerative systems.

What happens when a current is sent through a wire? A current in a wire, or coil of wire, sets up a magnetic field about the wire. A varying current causes a varying magnetic field. This works both ways. A varying magnetic field about a coil of wires causes a current in the coil.



Suppose that two coils of wire are placed close together. Then suppose that a varying current is sent through one of the coils. It will create a varying magnetic field which, since the coils are close together, will interlink both of the coils. The varying magnetic field will, therefore, set up a current in the second coil.

## GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE



This one point alone is sufficient to merit the serious consideration of anyone interested in dependable transportation: Graham Brothers Trucks are sold and serviced everywhere by Dodge Brothers Dealers.

1 Ton Chassis, \$1300; 1 1/2 Ton, \$1595 delivered

Bonesteel Motor Co. 474 South Commercial Phone 423

GRAHAM BROTHERS—A DIVISION OF DODGE BROTHERS

that a movement has been put on foot to extend radio service to all prisoners and captives, and those who sit in darkness.

### Urges Motorist to Make 1925 Banner Traffic Year

Despite the fact that there has been a marked reduction in the number of traffic fatalities and accidents in the last few months, Thomas P. Henry, president of the American Automobile Association, is urging all motorists to continue unabated their efforts to make 1925 a banner traffic year. He deprecates the attitude of the car owner who feels that he can let down on precautions because conditions are showing some improvement.

Mr. Henry's appeal is based on the discovery that directly after showing a clean slate for a month or so many cities immediately fall back into a run of accidents and traffic deaths. "This condition is the result of a let down in individual vigilance," Mr. Henry explains. "The only remedy is to forget that there has been any material improvement and to proceed just as though matters were growing worse. We can have no permanent improvement until we cease regarding temporary improvements as final."

Following this statement from the AAA president, 689 secretaries representing as many motor clubs affiliated with the national organization, will urge upon members as well as upon local motorists the necessity of making a thorough job of reducing the 1925 automobile and traffic mortality record to the lowest possible figure.

## GRAHAM BROTHERS IN FIRST PLACE

Dodge Brothers Dealer Cites Performance Record As Reason for Popularity

Official figures from Detroit for the first quarter of 1925 show that Graham Brothers rank first in the world in the production and sale of 1 1/2 ton trucks.

In the 1 ton and 1 1/2 ton truck fields combined they were surpassed only by Ford. "This information may be surprising to the general public," said Russell Bonesteel of the Bonesteel Motor company, local Dodge Brothers dealers, "but not to us, nor to those familiar with the performance of Graham Brothers trucks and with their rapid ascendancy in the industry during the last three years."

Their advance has been without ostentation. There has been no blare of trumpets, no exaggerated claims. It has been a steady wholesome growth, based entirely upon the truck's performance.

Less than three years ago Graham Brothers were in twentieth position. Now they are manufacturing trucks at the rate of over 100 a day, marketing their entire output through Dodge Brothers dealers. This sales and service advantage of a strong dealer organization, combined with the exceptional merit of the truck itself, is regarded as one of the chief reasons for the rapid advance to leadership. Dodge Brothers dealers everywhere are highly regarded and their service facilities are uniformly above the average.



As deep as SUPER-HETERODYNE

110 feet of all-day parking space along our curb—easy in, easy out—or you can drive right inside for tire change or repair.

Time saving and convenient. Glad to see you.



ZOSEL'S TIRE SHOP 108 South Commercial PHONE 471

## MOTOR TRIPS ABROAD A Modern Use of War Tanks ONE OF A SERIES OF TRAVEL TALKS

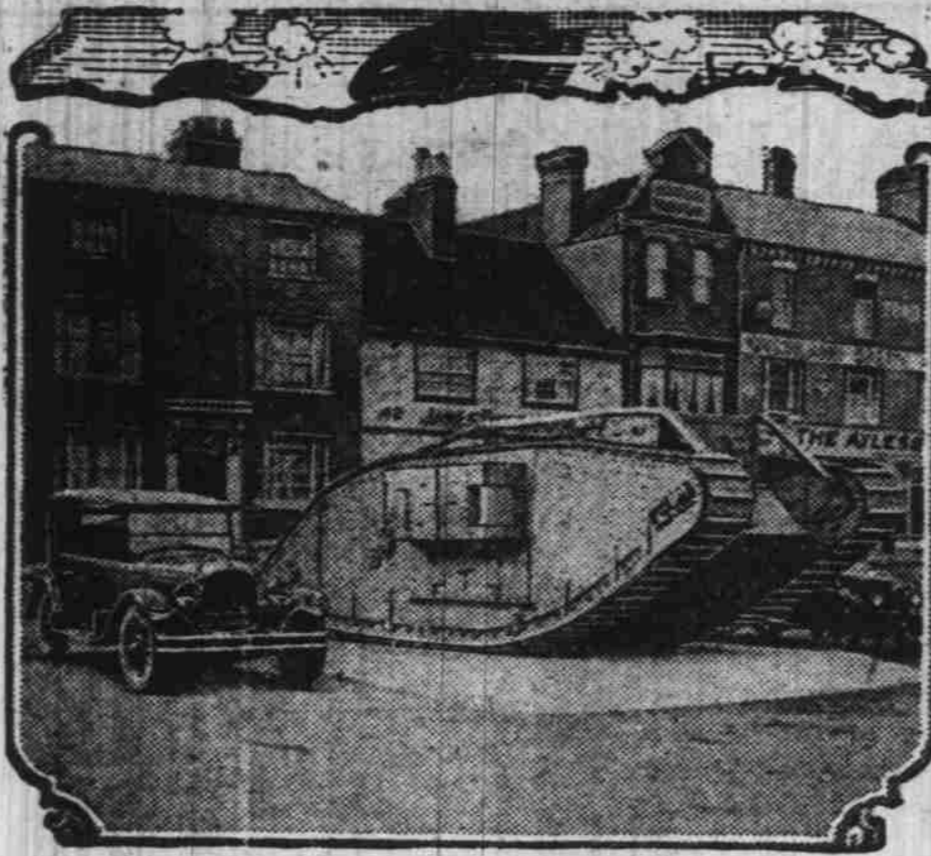


Photo Courtesy Maxwell and Chrysler Motor Corporations

Tank as War Memorial

ENGLAND has found a happy way of disposing of its war tanks. These great engines of war have been given to towns in recognition of their war services.

The picture above was taken at Aylesbury, which easy motoring distance from London. It is through this town that one passes in return-

ing to London from Warwick by way of Banbury. A bronze plaque tells the story of what this town did toward contributing men and money to the Allied cause.

The houses in the background are typical of rural England. In these towns butchers are known as "purveyors of English meat."

erage. Service is an exceedingly important factor in the operation of a truck and business men are not slow to appreciate the advantage of having genuine parts instantly available when needed. Graham Brothers attribute their rapid advance to the following four reasons:

1. Distinct price advantage.
2. Pronounced quality advantage.
3. Dodge Brothers engine.
4. Substantial character of Dodge Brothers dealer organization.

"Publication of this information regarding Graham Brothers first place in the industry," said Mr. Bonesteel, "is prompted wholly by the belief that truck buyers are entitled to know the trend of the times. With the facts before them, few would consider buying other equipment without first determining the reasons for Graham Brothers rapid advance."

### \$31 CUT IN CAR COSTS

Thirty-one dollars will automatically be sliced off the cost of the average automobile to the consumer if the motorists of the country succeed in their efforts to get a repeal of the present war-time sales taxes on motor vehicles and parts.

## GASOLINE SALES ARE INCREASING

March This Year 16 Percent Over Corresponding Month Last Year

The state tax on gasoline and distillate collected on sales made during the month of March, 1925, amounted to \$211,366.41, according to a statement compiled by Secretary of State Sam A. Köster.

To date the motor vehicle fuels tax measures have brought to the state treasury the total sum of \$9,267,176.86. Of the amount collected under the law of 1921, there has been returned up to April 30, 1925, the sum of \$256,950.86 to operators of farm tractors, motor boats, commercial cleaning establishments, etc., pursuant to that provision authorizing refunds of taxes on such vehicles upon the public highways.

Two important amendments to the refund law were made by the recent legislature. The time for filing claims for refunds, at present

ent 90 days, was extended to one year, and the rate of refund on distillate was changed to 2 1/2 cents per gallon, to include the tax paid under the law of 1919. These changes will be effective on and after May 28 next. The refund rate on gasoline will remain at 2 cents, as at present, and the increased rate on distillate will apply only to purchases made after the new law becomes effective.

March taxes were remitted on 6,645,775 gallons of gasoline and 455,735 gallons of distillate. Of the total collected, the sum of \$68,935.39 resulted from the operation of the original law imposing a tax of one cent per gallon on gasoline and one-half-cent per gallon on distillate, while \$142,430.02 was returned under the additional tax law providing for an uniform rate of two cents per gallon on all kinds of motor vehicle fuels.

As compared with March 1924, gasoline sales increased approximately 16 per cent, distillate advancing about 30 per cent.

Motor vehicle fuel taxes are credited to the state highway fund becoming available for expenditure in the construction and maintenance of state highways.

### LOOKS FOR GOOD BUSINESS

During the second half of 1925 the sale of motor cars will be fully as great, or not somewhat greater in the farming territory than during the first six months' period.

W. R. Tracy, assistant director of sales of the Oakland Motor Car company gives this as his opinion after a two month's trip through the great agricultural sections of

## WALTER P. CHRYSLER'S TRAFFIC TALKS

WOULD ELEVATE UNION SQUARE

ALEXANDER Hopkins, of New York, proposes to transform Union Square into an elevated structure, using the roof for the park, while the street level will provide parking space for 1,000 or more cars within weather-proof garages, without disturbing any structure in the neighborhood. "Which will give one an idea of the American city of tomorrow."

It is proposed in Detroit to make Woodward avenue, which has been described as the Main Street of Michigan, 120 feet wide from the Detroit River to the entrance of Palmer Park, so as to make the street potentially available for a four-track rapid transit route. Beyond Palmer Park entrance it is proposed to widen the avenue to 204 feet. Which is another indication of what the city of the future will look like.

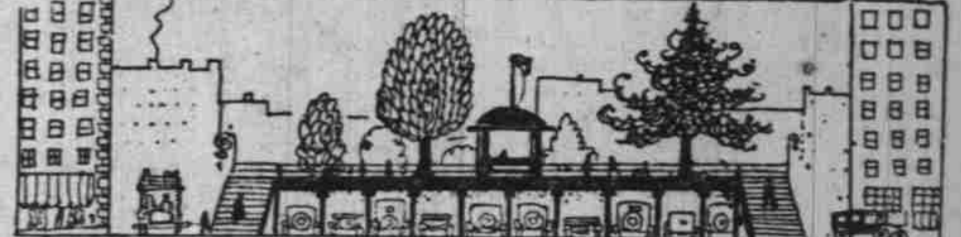
In 1915 there were 31,769 automobiles registered in Wayne County, Mich., in which is Detroit. In 1923 this number had increased to 230,494, an increase of 625 per cent.

During the same time the population increased 52 per cent, or from 854,000 to 1,295,000. In other words, in eight years the ownership of motor cars increased 12 times faster than did the population.

During a vehicular movement count from 7 a.m. to 7 p.m. recently in Detroit it was recorded that 73,452 passenger automobiles, 19,711 commercial automobiles, 4,208 taxicabs, 1,256 buses, 4,930 street car trains (1-car, 2-car, 3-car) and 2,082 miscellaneous vehicles passed given points. This made a total of 105,639 vehicles passing in one direction. In the other direction 104,673 passed, giving a total of 210,312. It is interesting to note that of the total 69 per cent were passenger automobiles.

As would be supposed, the greatest movement of vehicles into the city was between 8 and 9 o'clock in the morning and 2 and 3 o'clock in the afternoon, and the greatest movement out of the city between 5 and 6 o'clock in the evening.

All of which gives one a fairly good idea of what is meant by a city's traffic problems.



the country, comprised of the mid-west and western states. Mr. Tracy traveled more than 11,000 miles.

Classified Ads in The Statesman bring Results

# Rickenbacker

A CAR WORTHY OF ITS NAME

## Performance

You have marvelled at the recent record smashing feats of Rickenbacker Six, with "Cannon Ball Baker" at the wheel.

But had you thought—had you realized—what a terrific physical strain this must have been on the driver?

And had it occurred to you that aside from its power, its speed and its wonderful 4-wheel brakes, there must be another quality in the car to make that physical feat possible?

There is—the famous Rickenbacker "cradle springs."

No racing driver will attempt great speed on a smooth track with any other type of springs.

And even "Cannon Ball Baker"—man of iron as he is, with sinews of steel, says he never could have endured the thumping his body would have received but for this Rickenbacker system of springs.

Just think!

Coast to Coast—in mid-winter—3106.5 miles in 71 hours, 33 minutes—actual driving time.

But on that trip the driver slept and even rested for brief spells. On those other phenomenal drives—Canada to Mexico—1558 miles in one continuous day and night run; over three mountain ranges—Cascade, Siskiyou, Tehachapi—in 40 hours, 57 minutes there was no surcease.

No relay of car or driver—no rest—no sleep—no relief for nearly 41 hours.

And at a speed great enough to clip nearly 12 hours off the best previous record.

Again—El Paso to Los Angeles—through desert sands and dense fog—908.5 miles in 21 hours, 23 minutes.

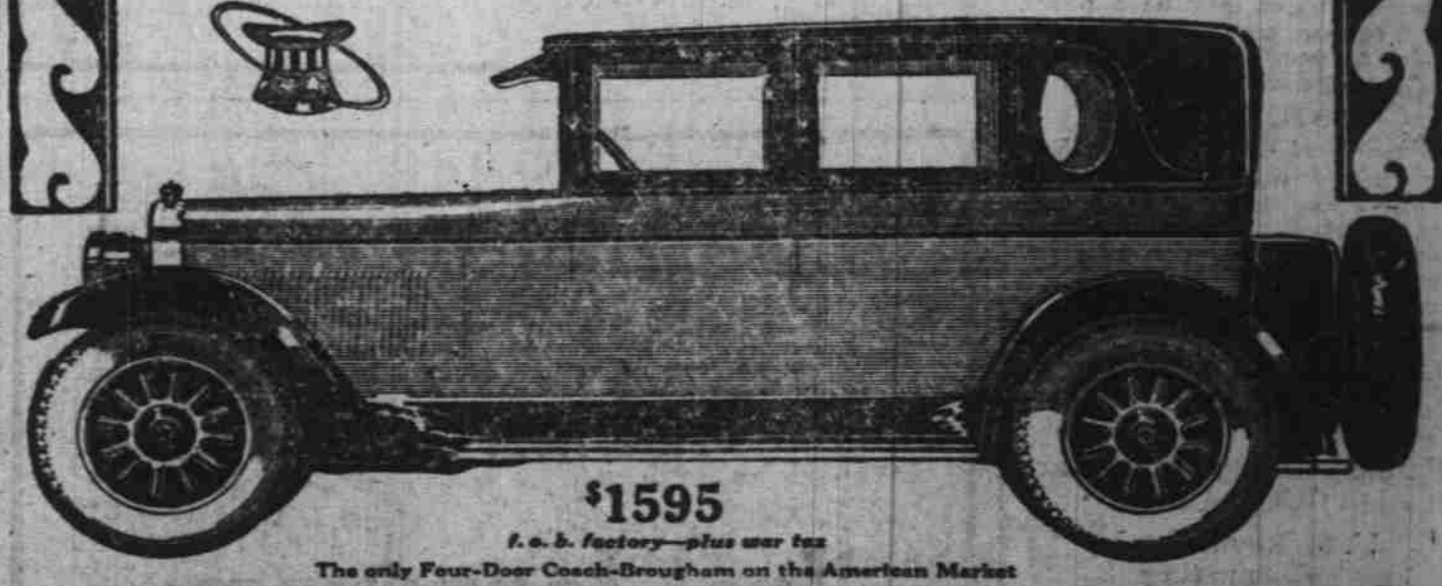
Here was the roughest road of all.

Cradle springs, balloon tires and the deep cushions of the Rickenbacker Six, conserved the strength and protected the person of the driver, while the perfect balance, road-ability and precision steering, gave stability at speed—and really made these records possible in a stock 6-cylinder car.

Drive this Rickenbacker Six yourself—it will be a revelation to you.

## F. W. Pettyjohn Co.

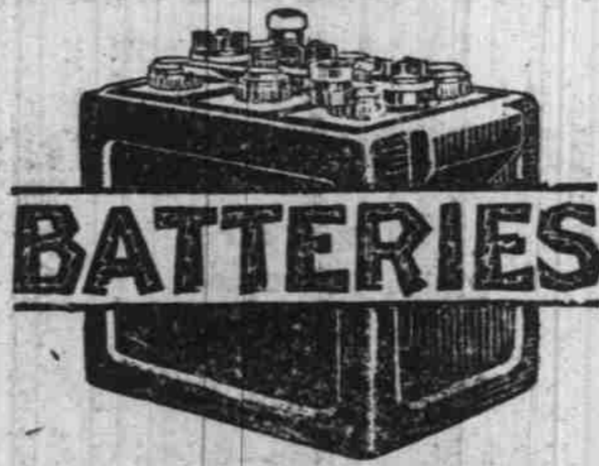
Commercial near Center "After We Sell, We Serve"



\$1595

F. W. Pettyjohn Co. The only Four-Door Coach-Brougham on the American Market

# PHILCO



## Leads The Field

The enormous demand and increased production enables PHILCO manufacturers to again lower the price of

PHILADELPHIA DIAMOND GRID BATTERIES

You can now get a PHILCO at prices lower than just an ordinary Battery.

90 Amper Hour Batteries

AS LOW AS

\$13.95

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