

CADILLAC COMPANY IS LARGE BUILDER

200,000th V-Type 8 Produced; Glenn Curtiss Expresses Enthusiasm

The Cadillac Motor Car company has just passed another milestone by the production of its 200,000th car equipped with a V-type, 90-degree light-cylinder engine. This enormous production of cars of the highest grade has been accomplished during the past eleven years and is equal to the combined production during that period of all other cars in the Cadillac price range and above.

The event has been given added interest by the sale of the 200,000th car to Glenn H. Curtiss, noted airplane and hydroplane manufacturer, who rose to fame by his pioneering achievements with gasoline engines and by the invention of motorcycle, airplane and hydroplane V-type engines. The sale was made by the Miami, Florida, Cadillac dealer of Claude Nolan, Cadillac Florida distributor, who, 15 years ago, took into Florida the first airplane seen in that state. It was a Curtiss plane and was equipped with a Curtiss V-type engine.

Mr. Curtiss today holds license No. 1 of the Aero club of America and license No. 2 of the Aero club of France. In a letter addressed to Miami Cadillac company from Hialeah, Florida, he says:

"It is a source of considerable pride to me to own and drive the 200,000th V-type Cadillac.

"Perhaps I am prejudiced in favor of the V-type motor, having been the first to introduce them in the motorcycle construction in this country and later for airplane work.

"For many years I have owned one or more Cadillacs because of their efficiency and reliability. I was one of the first purchasers of this year's model, and now I find myself making use of it almost entirely for my own driving.

"This 200,000th car is my second Cadillac of this type. I must say that I prefer it to any of the American or foreign cars. I have found it the easiest riding and it has the best pickup, the best brakes and is easier to handle than any of the cars I have tried."

After a youthful experience in building, repairing and racing bicycles, Mr. Curtiss early became interested in motorcycles and as a young man did much pioneer work with acetylene gas generators and internal combustion engines. He became a champion motorcycle racer and achieved world's records which held for years.

In 1905 he designed the motor for the United States dirigible No. 1 and assisted Captain Thomas Baldwin in trial tests. In 1907 he collaborated with Dr. Alexander Graham Bell, the telephone man, in the work of the aerial experimental association as motor expert and director of experiments.

He founded the Curtiss Aeroplane & Motor corporation, which manufactured aeroplanes, hydroplanes and aeronautical engines, and the G. H. Curtiss Manufacturing company, builders of motor-

cycles. Pioneer airships, such as the "Red Wing," "White Wing," "June Bug," and "Silver Dart," had engines designed by Curtiss and were built by his company.

July 4, 1908, he won the Scientific America trophy in the "June Bug." In 1909 the Gordon Bennett speed trophy at Rheims, France; the Aero club of America trophy in 1911 and 1922, and the New York World \$10,000 prize for the flight from Albany to Manhattan in 1910 (150 miles in 152 minutes) and many other trophies in America and abroad.

His was the first amphibious plane which went from land to water and from water back to land in 1911. The multimotor aeroplane was his invention, beginning with the America in 1914 and culminating with the NC 4 in 1919 the first craft to make a trans-oceanic flight, going from Rockaway Island to Plymouth, England.

In 1916 Mr. Curtiss organized the Curtiss Aeroplane & Motor corporation, also the Curtiss Engineering corps at Garden City, L. I. During the war he filled large orders for aircraft motors and equipment, using 140 different models, for the United States and other governments. He also assisted the United States navy officials in the design and construction of others of the famous NC ships.

He was one of the first to foresee the possibilities for the state of Florida and for the past several years has been very active in his tremendous development of the southern part of that state.

USE CARE IN CHOICE OF "A" BATTERY

"Roughly speaking, all radio batteries fall into two classes. These are, wet, or storage and dry," states Joe Williamson, Willard dealer. Storage batteries when run down, can be charged and placed in service again. Dry batteries when discharged are useless and have to be discarded.

The first thing for the newcomer in radio to decide is whether he prefers to pay the higher original cost of storage batteries and have the benefit of a long life power plant at low up-keep cost or whether he desires to keep replacing dry batteries as fast as they wear out. When this choice is made, the next step is to get the correct voltages in batteries.

Certain radio tubes are rated at lower voltages than others. Storage batteries are not always used with those tubes, but they will work better on storage batteries, providing the correct voltages are employed.

The filaments in power tubes are designed to burn on 3 volts or less. High voltages may burn out the filaments and ruin the tubes. At any rate, higher voltages will shorten the life of the tubes without contributing to their efficiency during life. Special storage batteries are built for the most efficient operation of these low voltage tubes.

In choosing batteries, be guided by the voltages recommended by the maker or designer of the set and purchase batteries accordingly.

Every school child in Chicago will be given an A.B.C. song book containing "Always be careful" songs and colored safety-first illustrations.

PUBLIC IS PLEASED WITH NEW JEWETT

Many Motorists Express Interest in 'New-Day' Car Produced by Paige

That the motoring public welcomes an automobile designed expressly to meet present day needs has just been proved by the interest local motorists have shown in the New-Day Jewett, the ultra-modern product of the Paige-Detroit Motor Car Company, now on exhibition at the salesrooms of Truitt Motor Car Company.

The New-Day Jewett reveals many factors introduced by the makers to provide an automobile to meet modern motoring conditions, ease today's traffic strains, and lighten the burdens of the owner and driver.

Quick response to control is provided by a combination of high-power engine, hydraulic front wheel brakes, and easy steering. The six-cylinder engine, of typical Jewett design, enables the driver to attain top speed in a few seconds, while the brakes permit him to take advantage of every opening in traffic with the assurance that the car can be brought to a standstill almost instantly, yet smoothly. Ball-bearing steering, combined with a very short turning radius, gives an agility of action that enables the car to evade jams in congested traffic and to turn around readily in narrow streets.

Comfort and ease are part of the design, both in the chassis and the body. Unusually long springs, 36 inches front and 54 inches rear, exactly the same length as in costlier Jewetts of the past, assure soft riding, while the low-hung chassis, with the resultant low center of gravit, enables the car to cling close to the road. In the bodies, perfected steel construction permits improvements that are obvious even on the most casual inspection. The interior dimensions are identical with those of cars of much longer wheel-base, the roominess of the body being one of its most conspicuous advantages. The greatest change, however, is in the reduced thickness of the corner pillars, where the use of steel has enabled the makers to free the driver from the dangers and tension caused by the old-fashioned thick uprights that hide so much from view.

The burdens of the driver and owner are lightened by the compactness of the car, achieved without sacrifice of spaciousness, and by features designed to procure low-cost operation and up-keep. The New-Day Jewett, because of its compactness and ease of maneuvering, can be housed in a small garage with room to spare, and can slip into a parking space so restricted that many cars would have to pass it by.

Accessibility and ease of routine maintenance also were objectives of the designers, while the patented Jewett manifold system, in conjunction with advanced carburetion, promises excellent gasoline mileage performance.

WALTER P. CHRYSLER'S TRAFFIC TALKS

Observe Traffic Signals

In crossing streets the pedestrian should remember:

That it is safer to cross at crossing rather than in the middle of the block.

That jay-walking—the crossing of streets at places other than crossings—is one of the commonest causes of accidents.

That it is far better to wait for traffic signals.

Step when the lights or signals are against you.

Go when motor cars are stopped; when the way is clear for you.

Don't take chances. It is dangerous to dart in front of moving motor vehicles when those vehicles are compelled by signal to go.

Traffic signals and police officers regulate the movements of motor cars and trucks.

In most cities it is optional with the pedestrian as to what he does. If he is one of those who insists upon taking chances he will probably endanger his life by ignoring traffic signals and running in front of moving cars in an effort to save a few seconds.

It is much better to avoid possibility of accident and lose a few moments if need be.

The regulation of the pedestrian is for his own safety. The regulation of the pedestrian is to con-

serve human lives. And there is no more important task.

Never take a chance, whether motorist or pedestrian.

CITY BUREAU MOTORIZED

OAKLAND, Cal., Dec. 19—The city government here is becoming motorized as fast as funds permit.

A fleet of six Chevrolet roadsters has just been delivered to the city, three for the health department and three for the electrical department.

In the opinion of the city officials it is a stroke of efficiency and economy to equip city employees, whose duties take them afield, with automobiles.

When 1925 ends Chevrolet will have exported 124,000 automobiles during the year.

RADIO "B" BATTERIES

and DRY CELL BATTERIES

Get a Bottle of MOLYDITE POLISH It Cleans and Polishes

BARRETT BROS. GARAGE AND SERVICE STATION

1908-1909 N. Capitol

THREE DAYS FREE TRIAL

We will give THREE DAYS FREE TRIAL on any car we have

This Liberal Trial Offer Started Yesterday and Continues Till January 1

Over SIXTY cars to select from—all makes—and some of them are nearly new.

We are backing up these cars with the same warranty, when guaranteed, as on a new car.

1926 License Goes With Every Car, That is Guaranteed

We take trades and give terms. Investigate our stock of used cars before you buy a new or second hand car.

Remember our THREE DAYS FREE TRIAL—WE MEAN IT

CERTIFIED PUBLIC MOTOR CAR MARKET

255 North Church St. UNDER NEW MANAGEMENT

CONQUEROR OF THE MONGOLIAN WILDS

Dr. Roy Chapman Andrews, who startled the world a few years ago by discovering a nest of dinosaur eggs ten million years old, arrived in New York on November 9th from his Third Asiatic Expedition under the auspices of the American Museum of Natural History.

Again he attributes much of the success of his expedition to the astounding performance of his five Dodge Brothers Motor Cars.

Following is a direct quotation from an official statement by Dr. Andrews upon his return to America:

The Gobi Desert in Mongolia is the most extensive undeveloped and unexplored region now left in the world. Until a few years ago it was retarded by the impossibly slow traffic of camel trains, the only means of communication.

But now it is being crisscrossed in every direction by motor cars, or, more correctly by one motor car, the Dodge. Sixty or seventy Dodge Brothers cars are making regular trips far into the interior of this vast waste, bringing out loads of furs, precious furs, wool and other products.

No other car except the Dodge is found there because we have tried it out on each of our three expeditions and have had it demonstrated to our satisfaction that the Dodge is the only car that will stand up under the strain of the roadless desert and do everything we ask of it.

Few people have occasion to subject their motor cars to punishment of this severity. It is reassuring, however, to know that in emergencies Dodge Brothers Motor Car is built to meet the test.

These dependable and sturdy qualities also account for the fact that more than 90% of all the motor cars Dodge Brothers have built during the past eleven years, are still in active service.

BONESTEEL MOTOR COMPANY

474 SOUTH COMMERCIAL

Why do so many women drive The OAKLAND SIX?

Women choose the new Oakland Six in preference to all other cars in its price class, not only because it is more beautiful and comfortable, but also because it is safer and easier to drive.

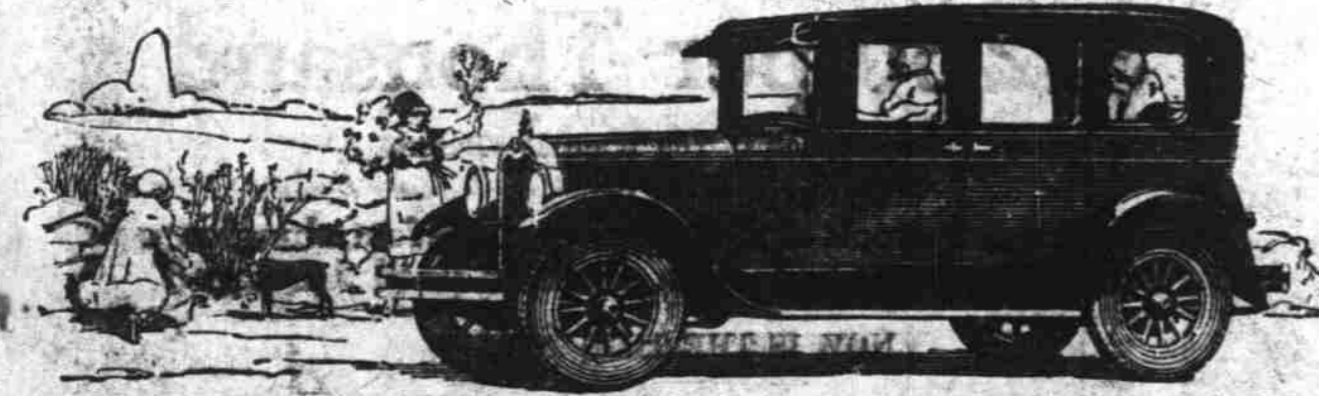
Threading through traffic in this car is a joy rather than a task. Steering and gear shifting are pleasingly free from effort. Oakland's proven Four-Wheel Brakes respond to incredibly slight pressure. Night driving is made simpler and safer by the convenient dimmer on steering wheel.

All of these features combine to make the Oakland Six the favored car among women, just as its outstanding mechanical advantages, including Air Cleaner, Oil Filter, Full Pressure Oiling and The Harmonic Balancer—and new prices \$70 to \$350 lower—make it the preferred car among men.

Roadster \$975 (Old Price \$1095) Landau Coupe \$1125 (Old Price \$1295)
Touring \$1225 (Old Price \$1395) Sedan 1195 (Old Price 1345)
Coach 1095 (Old Price 1215) Landau Sedan 1295 (Old Price 1645)

All orders at factory—General Motors Term Payment Rate, hereafter the lowest in the industry. Have them made still lower. You can save as much as \$40 to \$60 in your first payment cost.

VICK BROS.
High Street at Trade



OAKLAND SIX

PRODUCT OF GENERAL MOTORS