

FAULTY DIMMING IS CAUSE OF ACCIDENTS

70 Per Cent of Auto Crashes Outside of Cities Caused by Lights

Seventy per cent of the automobile accidents occurring outside city limits in America are due to faulty headlight dimming, finds the National Automobile Chamber of Commerce research division.

This is confirmed by other research, which divides these accidents into groups due to two causes:

1. Brilliant headlights, confusing the oncoming driver, bring about the larger number of casualties.

2. The result of the driver's taking his vision from the road at critical moments while groping for a switch with which to dim lights.

Accordingly, the same authorities conclude that the most effective cure for the condition is an adequate dimming arrangement. The next most valuable help is the location of the dimming arrangement where it can be found readily and instinctively.

Studebaker headlights are focused to comply with the Los Angeles regulation. This requires such adjustment as will permit one driver to meet another with lights on full, the glare being kept below the horizontal level of the lamp itself.

The only time a light so focused might dazzle an oncoming driver is when the car bearing them is going over a rise of ground which tilts the front of the car upward from a horizontal position. Then dimming is necessary.

This also has been taken care of on Studebaker cars. The dimming control has been placed on the steering wheel, at the driver's finger tips. Eyes need not leave the road to search for the switch. It is operated as unconsciously as the foot accelerator.

POPULARITY OF AJAX SPREADS TO EUROPE

Nash-Built Six Seen on the Streets of 46 Cities of Foreign Countries

That the Ajax Six is already a familiar sight on the streets of most of the important cities throughout the world is shown by figures recently announced by the Ajax Motors company.

Since its introduction last May, the Nash-built product has made its debut in a total of 31 different nations overseas. From the plains of the Argentine to the wilderness roads of South Africa—in Norway, in China, in Syria, people are now using the Ajax to meet their various transportation requirements.

Forty-six far distant cities now have dealer establishments equipped to sell Ajax cars and give Ajax service. Even in such an out of the way corner as Welteredon, on the Island of Java, there is an Ajax salesroom doing an active business among the traders and natives of that territory.

"The reception accorded the Ajax overseas," says George C. Hubbs, general sales manager of the Ajax Motors company, "has been equally as gratifying as the reception in this country, where in Los Angeles alone over 20,000 people visited the Ajax in 10 days. This eagerness to see the Ajax Six was true in greater or lesser degrees in all of the 46 export cities where the Ajax is now represented. It fully justifies our conviction that not only the American market but the export market as well has a very definite place for a quality car of the Ajax type and price.

"Up to December 4 a total of 1,000 Ajax cars were shipped to overseas points. Production for export is being stepped up gradually—without exceeding bounds of sound manufacture—and about the first of the year, when our new machinery and equipment is installed we expect to practically double our present output in an effort to fill the pressing overseas demand."

FIND FIVE-CAR FAMILY EVERY ONE IN FAMILY POSSESSES MOTOR VEHICLE

A five-car family, each member of which has an automobile, is located near Brockport, N. Y.

The family includes Mr. and Mrs. George Stoltz and their three sons, Elmer, Raymond and Wilber. Mr. Stoltz operates a farm not far from Brockport. The family has three coupes, a sedan and one-ton truck, all Chevrolets.

In 1923 Mr. Stoltz purchased the sedan as a present to his wife. Raymond and Wilber bought coupes the following year, and in 1924, when Elmer became of age, he followed the example of his brothers. Recently Mr. Stoltz increased the family's automobile

fleet to five when he bought the truck which is used to haul farm produce.

The automotive equipment of the Stoltz family occupies two garages behind their farm home.

AUTO MEN SURVEY RAILROAD MERGERS

Investigation of Consolutions From Shippers' View-point Planned

Believing that the proposed consolidation of railroads into a few big systems either voluntary or under a compulsory governmental plan presents questions of great importance to the users of rail transportation, the automobile industry will make intensive study of the proposal from the shippers' viewpoint.

This decision was reached at the monthly conference of traffic managers, members of the National Automobile Chamber of Commerce, held at Detroit last week. A committee was appointed by J. S. Marvin, chairman of the conference, to gather data and report the probable effect of such combinations on shipping conditions.

The committee will be headed by George C. Conn, director of traffic, Buick Motor company, with W. C. Cowling, Ford-Lincoln, P. G. Findlay, Dodge; E. N. Hodges, Hupp, and W. R. Short, Studebaker.

Recommendations of the conference will be submitted to the executives' traffic committee, of which William E. Metzger, vice president Federal Motor Truck company, is chairman, with A. T. Waterfall, vice president, Dodge Brothers; A. H. Swayne, vice president, General Motors; W. P. Chandler, president Chandler Motor Car company, and W. P. Chrysler, president Chrysler corporation.

President Coolidge has dwelt on the subject of railroad consolidation in recent messages to congress, and Senator Cummins is reported to be working on the matter in connection with railroad legislation at the present session.

Recent expressions of railroad executives have been skeptical of compulsory consolidation and have indicated that the public might easily exaggerate the benefits to be expected from such a move.

The automobile industry is one of the biggest users of the railroads. In 1924, out of a total of 9,913,481 carloads of manufactured articles shipped by rail, 734,730 were automobiles and parts. Adding gasoline shipped for automotive use, road building materials and other freight allied to the manufacture and use of automobiles the total is raised to 2,631,690 carloads.

NO SLUMP SEEN
Autumn's traditional slump failed to appear this year on the Chevrolet sales chart. The various factories and assembling plants have held the high production figures of early 1925 right up to the close of the year.

A Chevrolet beat a noted sprinter in a 100-yard dash from standing start.

MILLIONAIRE IS A NEWSBOY AGAIN FOR ONE DAY

Michigan's Governor, Mayor, and Other Notables Also Back At Old Corners

David A. Brown, Corporation President and Philanthropic Leader, Earns Xmas Cheer for Home-City's Poor Kiddies

"Press! Times! Paper mister? What's yours?"

The energetic newsie who proffered the public prints on the Dime Bank Building corner in Detroit on December 17th has become a more stalwart figure, with a deeper resonance of voice, since he made his start in life as a "regular" Detroit newsie on this spot some forty-odd years ago. Since then David A. Brown's hair has grayed, and his course has led him on eventful journeys girdling all the lands of the earth and to the high assemblages of the great and renowned of the world.

But, once every year, this is his corner again for a whole day—on December 17th—the day on which the members of Good Fellowship Club turn out to do their bit that no child in the city may lack a Christmas party. Other citizens of Detroit who began life as newsies and who have become eminent personalities in the civic and business leadership of the city on that day hawk their wares from their own special vantage-places of long ago. The governor of Michigan and the Mayor of Detroit were among those who helped to circulate yesterday's "wuxtry's" among other notables who for the last 35 years have devoted this day to working for Xmas cheer for youngsters of Detroit who are poor as they once were themselves.

This year Mr. Brown has "re-signed" from his business as president of the General Necessities Corporation of Detroit for an entire twelve months to undertake the national chairmanship of the United States Jewish Campaign, by which a \$15,000,000 overseas chest is being raised for reconstructive aid to war-shattered Jewish communities abroad.

He was in Jacksonville, Fla., in the early part of this week, attending a conference of the newly organized campaign organization for that state, but had timed to speed directly back north for the sole purpose of being "at the old stand" on the red-letter morning. High prices were paid for De-

troit papers to Brown. Hundred-dollar bills more than seldom were slipped into the newsie's hand, and even larger currency is reported to have been exchanged for the pulp paper chronicles of the day.

And, since he is one of the oldest of the Goodfellows news-vendors, there is more than a passing pleasure each succeeding year. Mr. Brown says, in seeing old customers turn up who bought their papers of him when he was a boy, while children patrons no longer make a special observance of giving him their "trade" on this occasion.

Better Alabaster Lamps of Tut's Day Furnished Light

LONDON.—Whereas the world is just beginning to use alabaster for electric lighting, the Egyptians 3,275 years ago made even finer alabaster lamps than are produced today. Howard Carter, co-discoverer of Tutankhamen's tomb, said in an address here.

Mr. Carter made known that in finding many of these lamps in the tomb the secret of how the Egyptians illuminated their homes was revealed.

The lamps were executed in beautiful designs in translucent alabaster, and one of them stood about three feet in height, with a large central cup. There was no decoration on the exterior or the interior, but immediately a light was placed in the vessel there could be seen a picture of the young king and queen in colors. This effect was produced by another vessel, being fitted inside the lamp so cleverly that the joints between the two vessels could not be seen.

With the General Motors Acceptance Corporation plan a Chevrolet car may be bought on time by paying 8 cents per day financing fee.

Old Button Customs Persist

In the old days when men wore lace cuffs on their shirts their coat sleeves were equipped with buttons and button-holes so they could pull their sleeves down and button them over these fancy cuffs to protect them, if they desired. The custom of buttons on coat sleeves today is said to be a descendant of that practical usage. There are other stories of the origin of this custom. One is that during the middle ages button were placed on coat sleeves to button gloves or gauntlets to. Another explanation of the custom is that at one time handkerchiefs not in use and the men made a practice of wiping their noses on their coat sleeves. Upon observing this practice among his soldiers a certain king ordered buttons sewed on their sleeves. Accordingly the habit was broken up. At first these buttons were sewed in rows directly opposite to the way they are now. When handkerchiefs came into use the fashion changed but the buttons were continued for decorative purposes.

Boys now have buttons on their short trousers just above the knee because men once wore knee trousers to display their shapely legs. To effect this display to advantage they wore their trousers very tight. In order to save the trousers when they were being put on and taken off they had buttons and buttonholes so the garments could be opened at the knee. Men once put buttons on their long coat tails so they could fasten them up when riding horse-back. From this is said to have descended the custom of placing ornamental buttons on the backs of frocks and cutaway coats. A more feasible story of the origin of this custom, however, is that the buttons were placed on the backs of coats as a means of supporting sword belts. This was during the middle ages when all men carried swords. At that time the buttons were quite large, two or three inches in diameter. But when men began to discard the sword the buttons shrank in size. Yet, they remained as ornaments.

Although but few people realize it, men button their clothing from left to right. That is, the left flap or edge is laid over and buttoned to the right. Most all wo-

men's clothing buttons from right to left. This is said to be due to the fact that after fashionable women began to have their garments buttoned and unbuttoned by maids the buttons were placed on the left for the convenience of the maids. But the most plausible theory of the origin of this custom is that all garments originally fastened from right to left and that women's clothing has continued to fasten that way. With the men of the early days a large part of their business was fighting and their knives and swords were generally drawn with their right hands from their left sides. If their garments were buttoned from right to left they interfered with their freedom of action. Children's clothing buttons on the left for convenience of the persons who have to dress them.

Production for the past six months of 1925 on Chevrolet was sixty-six times the organization's total production the first year they were in business.

His Colony Improves as Haywood Is in Hospital

MOSCOW.—While William ("Big Bill") Haywood is at present ill at the Kremlin hospital suffering from an acute attack of diabetes, the American industrial colony of the Kuznetsky mining region—in the initiation and organization of which he worked—is now reported to be making great progress. The output in 1925 of coal has been increased by 60 per cent.

The administration of the colony has set aside \$75,000 for the building of dwellings and other improvements for the works. A town of American type is being built at Kemerovo.

If League Meets in Madrid Members' Wives to Blame

GENEVA.—If the next session of the Council of the League of Nations is held at Madrid, the selection may have been made by the wives of the Council members. The Spanish ambassador was asked by a friend whether he thought the Spanish invitation to meet in Madrid would be accepted. "What do you think?" rejoined the ambassador. "Well, all I know is that Mrs.

Hymans (the wife of the Belgian member of the council) says she wants to go to Madrid," said the friend.

"Then it is all set," said the ambassador with a laugh. "If wives of the council members have decided on Madrid then we shall certainly go there."

DUCK CALLS BROADCAST

OAKLAND, CALIF.—A device for broadcasting duck calls has been invented by J. V. O'Hara, president of the Vallejo Gun club. Radio apparatus has been installed in the club's preserves, and with the opening of the shooting season, an alluring "quack, quack" was scattered among the duck blinds.

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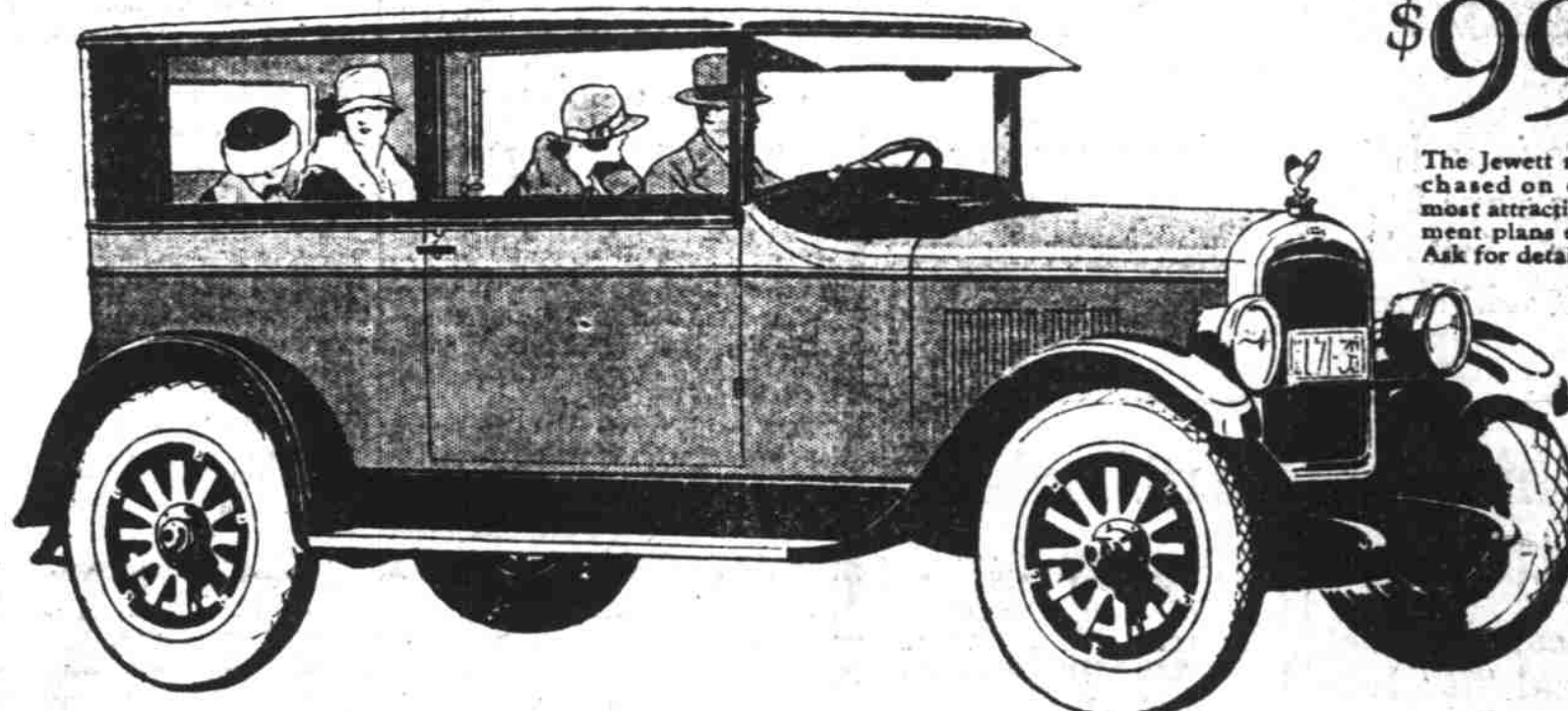
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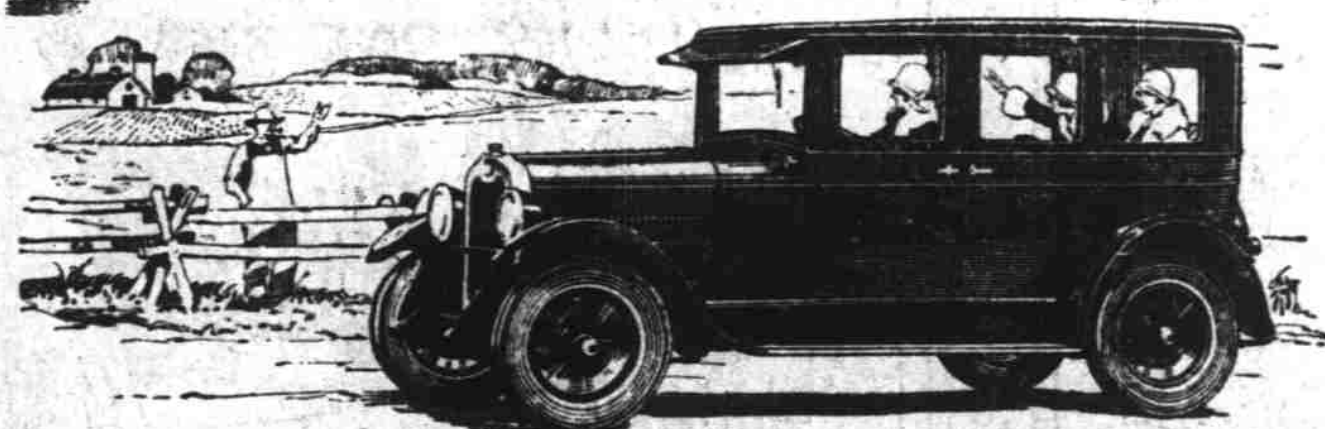
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