

NEW RECORD FOR GRAHAM BROTHERS

January Retail Deliveries in U. S. and Canada 120 Per Cent Higher

Retail deliveries of 1478 Graham Brothers trucks and motor coaches in the United States and Canada, during the four weeks ending January 30, according to official figures just released by the factory at Detroit, showed an increase over the corresponding period last year of 120%, a gain of 120%.

The week ending January 16, with deliveries of 409 trucks and coaches, was 196% ahead of the corresponding week last year. The week ending January 30 set the record for January with deliveries of 425 units.

"Our production during the last two weeks in January," said a Graham Brothers executive, "amounted to 1124 trucks and coaches, a gain of 68% over the corresponding period last year. We had hoped that our production through January and February, which are usually regarded as slow months for truck sales, would enable dealers to build up stocks in anticipation of the usual spring demand. It seems, however, that public recognition of the exceptional value offered in these sturdy vehicles at the new low prices foreshadows demand for the production capacity of our four factories."

Graham Brothers, before their business was absorbed by Dodge Brothers, Inc., had just opened a new factory in Stockton, California and had completed extensive enlargements at their other three factories—in Evansville, Indiana; Toronto, Ontario, and Detroit to afford production facilities sufficient to supply the demand. Nineteen twenty-five saw Graham Brothers step into world leadership in the 1 1/2-ton field and into second rank in the combined 1 and 1 1/2-ton fields. With sales for January 120% above last year, and with a constantly accelerating demand, 1926 promises even more rapid advance in sales of Graham Brothers trucks.

SMALLER ENGINES STAND HARD TESTS

Marked Tendency Toward Lighter Power Plants Is Shown in Speed Cars

INDIANAPOLIS, Feb. 20.—The annual five hundred mile automobile races on the Indianapolis motor speedway for thirteen years have offered drivers of passenger cars a foretaste of mechanical improvements to come.

The approaching season will be no exception, for it will mark another reduction in the size of the engines. The test will be made on May 31, when creations of no more than 91 1/2 cubic inches piston displacement has been decreased, and if the test afforded by the 500-mile grind vindicates the beliefs of motor experts, the average owner will reap the benefits of speed, stamina and economy in the passenger cars of coming years.

The first 500-mile race, won in 1911 by Ray Harroun of Indianapolis, was open to cars of 600 cubic inches piston displacement, but only seven were running when the Indianapolis driver got the checkered flag. The average speed was 74.59 miles per hour, at that time considered remarkable.

The first cut came in 1913, when the limit was placed at 450 cubic inches piston displacement. Jules Goux, French driver, won at 75.92 miles an hour. Rene Thomas, another Frenchman, won in 1914 when the same displacement was permitted, averaging 82.47 miles.

In 1915, 300-inch motors were used for the first time. The veteran Ralph DePalma led the field hurling his new car over the distance at 89.84 miles per hour. The same piston displacement was continued through 1916, when Dario Resta won over a 300-mile course at 83.26 miles an hour, and 1919, when Howard Wilcox, of Indianapolis, traveled 500 miles at 88.06 miles an hour to win. There were no races in 1917 and 1918 because of the war.

The piston displacement was cut to 183 cubic inches in 1920 and it stayed at this figure through the next two years. Gaston Chevrolet won in 1920, averaging 88.5 miles; Tommy Milton in 1921, with 89.62 miles and Jim Murphy in 1922 at 94.45 miles an hour.

The motor world gasped when it was announced that beginning with the 1923 classic and continuing for three years, the racing cars would be limited to a piston displacement of 122 cubic inches maximum. There were many "I told you so's" when several cars broke down during the race and the winner averaged but 90.95 miles per hour.

The engineers were vindicated in 1924, however, when Joe Boyer and L. L. Corum, taking turns at



State fire marshals and school officials are investigating the blaze which destroyed the Franklin preparatory institute for boys, in Cincinnati, with a loss of more than \$100,000. Photo shows the rear of the structure soon after the fire was discovered.

the wheel, put the winning machine over the finish line at an average of 98.23 miles an hour.

Peter DePaolo capped the remarkable performances of the tiny motors last May when he set a mark of 101 miles an hour. In shorter contests several drivers have obtained a 140-mile speed or better.

MONMOUTH GRADS TO GET DIPLOMAS

Forty-five Students Complete Standard Course With Spring Term

OREGON NORMAL SCHOOL, Monmouth, Ore., Feb. 20.—(Special.)—Diplomas for the standard course of the Oregon Normal school will be issued to 45 students at the end of the spring term, March 26, 1926. 22 students will complete the elementary course and secure their certificates to teach. The standard course covers the work of two years and entitles the graduate to a state certificate leading to a life certificate after 30 months of successful teaching in Oregon. The elementary course covers the

work of three terms of residence, entitles the holder to an elementary certificate which with renewal, is good for two years.

Graduates of the standard course are: Florence Aronsen, St. Helens; Laura Baumgartner, Clackamas; Ida M. Becker, Salem; Gertrude Bradley, Newberg; Louise Brightman, Corvallis; Edna L. Daily, Salem; Margaret Catherine Davies, Hillsboro; Ottilie Mae Dugger, Boring; Agatha Emmors, Mist; Hermena Fankhauser, Newberg; Allegra Feess, Monmouth; Ethel R. Fenwick, Jordan Valley; Anna H. Flood, Westport; Mabel M. Frewing, Tigard; Lois George, Hebo; Wauanita Germond, Aumsville; Nannie C. Haley, Monmouth; Ruth Annetta Heil, Eugene; W. Winona Hood, Portland; Lella C. Howe, Estacada; Chloris M. Hurst, Carlton; Martha Jindra, Portland; Myrtle E. Lee, Richland; Ella B. Liddell, Milwaukie; Esther G. Long, Woodburn; Katherine L. Maffet, Indianola, Oklahoma; Edith M. Moore, Forest Grove; Rose Nitzel, Shedd; Claire Peterson, Portland; Laura Pierce, Portland; Zella Pierce, Portland; Blanche Root, Portland; Mary C. Rufner, Portland; Tekla O. Shuholm, Gresham; Catherine D. Simms, Monmouth; Bertha M. Stoneman, Boardman; Emily Spulak, Canby; Mabel P. Sumpter, Crabtree; Josephine Suter, San Pedro, Cal.; Gertrude Swearingen, Monmouth; Dora Thompson, Monmouth; Ida M. Weber, Newberg;

Vivian D. Weddle, Sweet Home; Helen M. Wylie, Corvallis; Edna M. Zinkler, Creswell.

Those completing the elementary course and receiving certificates to teach are: Lucy Adams, The Dalles; Freda Anderson, Hood River; Gerda H. Anderson, Sherwood; Walena Cramer, Wallawa; Martha Danielson, Portland; Bernice Dodson, Airle; Lenore Dyer, Hermiston; Finette Jefferson, Monmouth; Ella Kroll, Oregon City; Crystal Lapp, Powers; Florence Liebe, Goble; Una Northrup, Hillsboro; Helen Overman, Portland; Mary Sheldon, Elgin; S. J. Slack, Monmouth; May Stratton, Mt. Vernon; Elsa Tistel, Brush Prairie, Wash.; Rose Trachsel, Estacada; Marion Umphlete, Amity; Maurice Weis, La Grande; Bessie Wiglesworth, Portland; Alberta Wilson, Drain.

This Explains Mystery of Missing Bottle of Catsup

COLUMBUS, O.—Removing the catsup bottle from the restaurant table and placing it on the sideboard, to be produced only when it is asked for, has reduced the annual consumption of the viand approximately 40 per cent. This has been ascertained by the National Restaurant Association for presentation to its members at regional conferences which are held in various parts of the country about every two months.

HUDSON-ESSEX SEE BRIGHT YEAR AHEAD

Prospects Better Than Ever Before, Manager of Pettyjohn Firm Says

By J. H. MADEN
Manager F. W. Pettyjohn Co.
Never has the outlook been better for the automobile buyer and seller than it is for 1926. Automobiles represent greater value than ever before. The cars are more attractive and comfortable, and closed types with their added comfort and utility are more popular than ever. Prosperity is universal.

The remarkable exhibit at this year's automobile show, once more shows Hudson-Essex in a position of creative leadership. As last year the one outstanding fact was the general swing toward the closed car at an open car price, which Hudson-Essex had pioneered, so this year the critics seem agreed that the greatest popular interest in the six cylinder enclosed cars selling in the less than \$1,000 field.

They assert this is so because cars of this description have shown a most remarkable growth this last year and because more new cars of this sort are being introduced to the public than any other general classification. Modern traffic conditions favor them and the public is turning to them.

This being true, the spotlight will show brightly on the Essex Coach, for this is the undoubted pioneer in this broad and growing field. Two years ago it was first offered at the New York show—at a time, in fact, when a six cylinder enclosed car at the price had never before been thought of. Since that pioneer step Essex has had nearly two years of remarkable business as a result of its leadership; and as its business has increased it has passed along its volume-saving in a series of price reductions.

Scoring the largest gain in production in the whole automobile

industry, the Hudson Motor Car company produced in 1925 nearly 270,000 Hudson and Essex cars, an increase of more than 100 per cent over 1924. This striking gain in business was based on the great wave of public demand for six cylinder closed cars at moderate prices, which was exactly met by Hudson and Essex coaches.

Ninety-five per cent of business was in closed cars. This specialization has so simplified manufacture that both Hudson and Essex coaches are now sold at a lower price than open ones. With public demand as it is, the Hudson-Essex plans are once more to increase volume so that a new high production record is expected in 1926.

The largest caravan of motor cars ever assembled will leave Battle Creek, Michigan, in August 1926, for a three months tour of the Pacific coast.

Learns Why Some Girls Dislike Washing Dishes

PARIS—Modern girls who fall a-trembling at the prospect of household chores do not, it would appear, merit the strictures heaped upon them by women of an older generation.

They are really suffering from latent alterations of the cervical-brachial nerve plexus, declared Dr. Gomme to the Paris Medical Society. This condition can be diagnosed, added the physician, and successfully treated. That, of course, if the young woman would be willing to part with the ailment.

New Radio Noise Remover Found by Research Tests

PHILADELPHIA—An other step forward in eliminating unwanted noise in radio receiving steps is reported by research workers in the University of Pennsylvania.

Dr. Harold Pender, dean of the Moore School of Electrical Engineering, said that in collaboration with Dr. J. H. Muller, assistant professor of chemistry, he had perfected a new non-inductive, high-resistance filament to take the place of impregnated paper used

widely as a grid leak. These filaments are mounted in glass tubes. A coating of metal a thousandth of an inch thick upon a glass core gives a grid leak of uniform resistance which does not vary with weather conditions, whereas the impregnated grid

leak varies as much as 100 per cent, throwing the receiving set out of perfect adjustment. A well adjusted grid leak prevents the tubes from "spilling over" draining off the static charge gradually and without noise.

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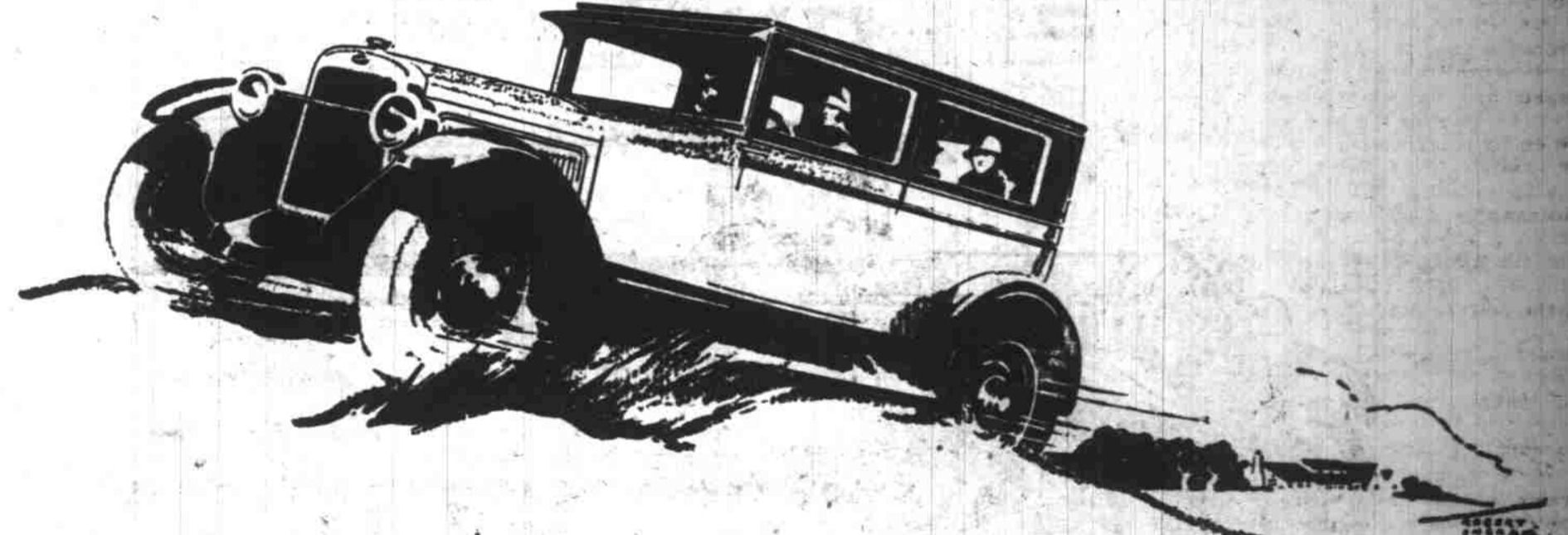
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