

DODGE BROTHERS PRODUCTION GROWS

Dodge Brothers, Inc., last year sold to dealers 331,764 passenger cars and trucks, making 1926 the biggest year in its history. The gain over 1925, which was the company's best previous year, is 27.6%. The 1926 record is remarkable as it surpasses the huge output of 259,967 cars and trucks in 1925 by 71,797 units and was made without the sales impetus which many companies gain from the frequent introduction of new models.

Dodge Brothers, Inc., rate of growth last year was nearly nine times as rapid as that of the Automotive Industry as a whole, which made a production gain of only 3.3% over 1925. Figures compiled by the National Automobile Chamber of Commerce for 1926 place production of all automobile manufacturers at 4,489,000 cars and trucks.

Graham Brothers, the truck division of Dodge Brothers, Inc., also make a striking showing with a gain over 1925 of 55.7% in sales to dealers. The rate of gain was approximately eight times as fast as that of the entire truck industry last year. National Automobile Chamber of Commerce figures show that the output for the whole truck industry was 7% larger in 1926 than in 1925. Total sales of Graham Brothers trucks and motor coaches to dealers in 1926 amounted to 37,463 units.

Combined sales of Dodge Brothers commercial cars and Graham Brothers trucks to dealers last year totaled 67,293 units, an increase of 32.7% over sales of 50,713 vehicles in 1925. Despite factory production and shipments by Dodge Brothers, Inc., of a record number of passenger cars and trucks in 1926, stocks in dealers' hands and in transit December 31 were substantially smaller than at the close of the previous year.

TESTS POPULAR IN RADIO FIELD

(Continued from page 1.)

flaws, imperfections," he explained.

"It wasn't the discredit of the early automobile manufacturers that the automobile owner back in 1904 had to get out and get under" perhaps half a dozen times in the course of an afternoon's motor trip. The automobile engineers did the best they knew how at that time. It was the frequent getting out and getting under of the motorist that helped the engineers transform the "horseless buggy" into the modern, high-powered, swift and almost foolproof automobile.

"It isn't the fault today of the

radio engineers that the present socket-power devices haven't reached the stage where they can take the place of 'B' batteries. These so-called 'battery eliminators' are being built as well as we know how to build them at this time. But we know they are not perfect and that they won't be until we learn how to guard against all the abuses that the every day users will contrive to put them to.

"The first troubles with socket-power devices were traceable to the rectifiers. The early rectifying tubes had such short life that the eliminator was usually removed from service before other possible weaknesses had a chance to show up.

"Just now it is the filter system that seems to need strengthening. The paper condensers used in most eliminators occasionally break down, rendering the entire device useless. The prime cause of failure of these condensers has been determined and in time it is to be expected that they will be made strong enough to stand up satisfactorily under the severe operating conditions set up within the eliminator circuit.

"It has been found that at the instant of switching the power on to an eliminator, an electrical surge takes place in the line, which impresses an abnormally high but momentary voltage on the condenser. Measurements reveal that this temporary voltage may reach a peak of ten times the normal voltage to which the condenser is subjected and for which it is designed. If this high voltage is persisted for any appreciable length of time, the condenser would soon break down; but it lasts for only a very small fraction of a second and consequently the condenser does not break down immediately.

"The effect of these electrical blows on the condenser, however, is like the effect of repeated hammer blows on a stone. The first several blows apparently produce no effect, but after a while the stone breaks under a blow no harder than any of the many that have gone before. The condenser can withstand many such shocks, but each leaves it in a slightly weakened condition and eventually failure occurs.

"In time, no doubt, we shall find a method of making condensers of higher insulation value and capable of standing up under the surges. They can be made now, but the cost is too high."

WOMEN FIND EASE DRIVING WHIPPET

(Continued from page 1.)

struction, smart color schemes and refined appointments characteristic of the Whippet, meets the unqualified endorsement of women, according to Willys-Overland officials, branding this type of car as one meeting all their demands and requirements.

Grant's Pass—Oregon Caves Highway widening begins.

HUPP REPORT SHOWS BIG SALES SEASON

At Recent Auto Shows Automobiles Have Been Enthusiastically Received

Net income of the Hupp Motor Car Corporation and its subsidiaries for the year 1926 was \$3,507,628, or at the rate of \$3.48 per share on the 1,005,189 shares of common stock outstanding at the close of the year. This compares with net income of \$2,854,519 or \$3.02 a share on the 913,809 common shares outstanding in 1925.

The Hupp report, made public today by DuBois Young, president and general manager, reveals the greatest sales year in its history, with net sales exceeding \$50,000,000. The report reveals a continued strong financial and general condition for the company. Current assets, including \$4,144,389 in cash, \$3,614,202 in United States Certificates, were \$13,955,165, against current liabilities of \$2,330,323, a ratio of six to one. There is no funded indebtedness nor are there any bank loans against the company.

Mr. Young in his letter to stockholders, points out that "With the wide choice of models Huppmobile is offering, consisting of fourteen Eight and five Six cylinder body models, and the appropriate improvements and refinements, we feel that it is the most attractive line we have ever offered the public. At the recent motor shows these cars have been enthusiastically

received, and our dealers are anticipating a marked increase in sales."

During the year stockholders authorized an increase in the number of shares of the company's common stock from 1,000,000,000 to 2,000,000,000 shares. Directors shortly afterward declared a stock dividend of 10 per cent and increased the cash dividend from \$1.00 to \$1.40 per share per year.

In addition to its increased dividend of \$1,556,646 to its surplus and declarations the company account during 1926, bringing that figure to \$9,504,599, after writing off depreciation of plant and equipment and reserves for taxes and other business activities. It also decreased its inventory from \$6,020,716 as of the beginning of the year, to \$5,025,650 at its close.

Rickenbacker Firm Plans to Reorganize in Future

DETROIT. — (Special.) — Plans are under way for reorganization of the Rickenbacker Motor Car company, now in receivership. A recent order of the court, setting February 28 as the date for hearing to show cause why an order should not be issued authorizing sale of the property, clears the way for judicial sale of the property in event of consummation of reorganization plans or final liquidation in case plans fail.

Parker & Co., 444 S. Commercial. Don't fail to see Parker about repairing your car. Expert mechanics at your service. All work guaranteed. (*)

Milton—Free-water cherry growers' pool last year paid \$304,000.

COMPLETE CIRCUIT LONDON-NEW YORK

(Continued from page 1.)

mission of every kind and on every wave length is subject to erratic disturbances and interruptions which render it materially less reliable than telephone or telegraph transmission over wires. Experience shows, however, that widely different wave lengths are not always affected to the same degree at the same time. Both very long and very short wave transmission between two points may be equally subjected to disturbances and interruption over a period of hours, days or months. It is found, however, that the periods of maximum disturbance do not always coincide. It follows that wave length of approximately 5000 meters is the best which present knowledge can assign for reliability on a single frequency, commercial transmission can, at times, be maintained more readily on a very short wave length.

Experiments conducted with long and short waves have indicated further that, because of the five hour difference in time which results in the afternoon of the business day in London overlapping the morning in New York, more difficult receiving conditions are generally encountered at the eastern terminus. In a word, telephoning between New York and London is more likely to be unsatisfactory because of radio conditions at the European end than at the American end.

Because of the two facts, first, of more severe natural conditions in England and, second, the non-coincidence of disturbances on long and very short waves, it

seemed desirable in initiating commercial transatlantic telephony, and until more experience was had, to provide an alternate short wave channel for transmission from New York to London.

To accomplish this the outgoing east-bound transmission from Walker street is carried by regular telephone lines both to the long wave transmitting station at Rocky Point and to the short wave transmitter at Deal Beach, N. J. The transmitted at Deal Beach operates on approximately

22 meters and the antenna is arranged to radiate in a concentrated or beam manner along the direction of the great circle to London. In England the short waves are received at New Southgate, on the outskirts of London, and carried by ordinary telephone wires to the combining apparatus in the London long distance office. With the same transmission east-bound on both the long and short waves the London operator can select at will the transmission channel which affords the best service.

The short wave transmitter is thus far purely of an experimental character and further experience may indicate either that the provision of an alternate short wave channel east-bound is unnecessary or that at times of the year a corresponding alternate short wave channel may be required to insure maximum reliability of west-bound to insure maximum reliability of transmission.

Astoria—Net earnings of Port of Astoria were \$66,541 last year.



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taste of the finest clubs and drawing rooms. Noteworthy, among the newer Paiges are the 8 cylinder cars with an entirely new Hi-Flex transmission providing four forward speeds. These cars achieve tremendous swiftness with unbelievable silence, because of much lower engine speeds. They set new standards of gasoline economy, and length of car life. Call in soon and see this charming style array—there's no obligation.

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