

PAIGE TAKES OVER WAYNE BODY PLANT

Graham Brothers, New Paige Heads, Handle Deal; Factory Improved

DETROIT, Mich.—Another important advance in the plans for expansion of the Paige-Detroit Motor Car company was revealed this week with announcement of purchase of the Wayne Body plant by the motor company from the new Paige heads, the Graham Brothers.

The transaction was closed without profit to the Grahams, the three brothers having turned the plant over to the motor company at the same advantageous price at which they had purchased it shortly after initial announcement of their plans to obtain control of Paige and return to the automobile manufacturing field. In the meantime, workmen under the direction of the Grahams have been busily engaged enlarging the plant and preparing for installation of modern machinery for the manufacture of custom automobile bodies on a quantity basis.

The move is further assurance that the Grahams are actively pursuing their previously announced plans to make the Paige company one of the leaders in the industry.

"Shortly after entering into the original contract by which we later gained control of the Paige-Detroit Motor Car company, we took advantage of the opportunity to purchase the Wayne Body plant at a very fair figure," Robert C. Graham, speaking for the brothers, said.

"At that time we announced that we would proceed immediately to remodel the plant and install the machinery and personnel necessary to make it a thoroughly modern body plant and turn it over to the company at the exact figure at which we purchased it, plus the cost of improvements during the intervening period. We have followed out this program and the body plant is now a part of the Paige company, giving the motor company a new branch which cannot but prove an asset to it."

The Wayne plant, acquired by the Grahams from the Wayne Body corporation, was built by Harroun Motors and recently was appraised at \$1,250,000. The original plant affords 200,000 square feet of floor space and an addition of 40,000 square feet is under construction. The site embraces 40 acres, 30 minutes by motor from the Paige-Detroit plant. It is just west of the Wayne city limits on Michigan avenue, giving a wide thoroughfare into Detroit for motor transport. Main lines of the Michigan Central and Pere Marquette enter the grounds over switch connections to the loading platform. Both the plant and its surroundings are unusually attractive to labor. The plant is of the daylight type and is equipped with a modern sprinkler system throughout. The town of Wayne affords a fine community center for the employees, with workmen's homes well above the average, being neat and roomy and having plenty of garden space.

Capacity production at the body plant, with a force of 1,000 skilled men, is expected to be reached during the fall of this year.

SUSTAINED TOURING SPEED DEMAND NOW

(Continued from page 1.)

makes such business possible and profitable.

"I recall particularly the case of one prominent opera star who completed a tour of thousands of miles in an open car. She never failed to reach her destination in time for rehearsal and appearance and the expense for herself and party was far below what it would have been on the trains. Taking into consideration the care required for a vocal soloist, it is all the more remarkable that she could have traveled by automobile and fulfilled her engagements without mishap or any appreciable strain upon her."

"In addition to travel of this type, we have annually millions of automobile tourists utilizing our surfaced roads to 'See America First.' Of necessity in a great many cases they must have fast transportation to cover the great distances in their limited vacation period and they must have economical transportation to meet the limits of their purses."

"The arrival of long transport was established by a count last year in Ohio, the state which is second in the nation in miles of surfaced highway. A tabulation compiled by the Ohio state highway department and the U. S. bureau of public roads tells us that the traffic on main arteries near urban centers is only slightly heavier than it is along the between-city routes."

"At our own factory, we have studied the automobile engineering problem created by this change and it was a result of this study that the Paige eight with two high speeds made its appearance."

"This car gives a quiet, smooth 60 miles per hour at an engine speed comparable to that of some other cars at from 40 to 45 miles per hour. Reduced engine speed not only means saving in gas and wear and tear on the car and motor, but makes long, fast touring

possible without tiring out either driver or passengers.

"A test of the car of two high speeds established that it would cover 10,000 miles at fast touring speed on the same quantity of gasoline consumed in 7500 miles by another eight identical except that the latter car was not equipped with the four-speed transmission. The reduced engine speed is responsible.

"Other manufacturers face this same problem and it appears safe to prophesy that much will be accomplished to meet the demand created by our rapidly growing road system—the problem of economical sustained high-speed driving."

NOISE-ELIMINATING DEVICES EMBODIED

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still this panel is without any evidence of joints or seams. The three stampings are welded together or newly developed electric welding machines to form a single piece and the completed joints are so perfect as to present a clean, smooth, unbroken surface.

"While it is quite general practice in automobile body building to leave seams which show as such in the finished body and at other places to cover seams with metal moldings and no open seams in the Dodge Brothers 'Six' bodies. Even where the metal of the windshield pillar is joined to the metal of the cowl the welded joint is invisible.

"The channels in which the window glasses slide, instead of being constructed of ordinary cotton felt, are made of rubber lined with wool felt. The body hardware is of the best, carefully selected to harmonize with all details of interior trim.

"Genuine hair pads of exceptional quality are used over the upholstery springs. The fine mohair or broadcloth is so tacked to the cushion and seat back frames that the tacks are entirely concealed without the use of bindings—a practice rarely found except in custom built jobs."

Senator Copeland Joins Opponents of Auto Tax

WASHINGTON—Senator Loyal S. Copeland (Dem., N. Y.), is the latest recruit to the growing forces in favor of repeal of the 3 per cent automotive tax.

In a statement discussing the tax outlook at the forthcoming session of congress in December, Senator Copeland said he not only favored elimination of the automotive levy but also abolition of all nuisance taxes and the reduction of corporation taxes from 13½ to 10 per cent.

He declared that reduction of these taxes would save the taxpayers of the country approximately \$400,000,000 annually.

SCOPE OF AUTO USE EXTENSION SOUGHT

International Association of Automobile Manufacturers Meets

A world-wide campaign to extend the use of highway transport in all countries is one outcome of the annual meeting of the international association of automobile manufacturers at Paris, June 18 (Bureau Permanent International des Constructeurs d'Automobiles) which has its headquarters in that city. The meeting was attended by delegates representing all motor car manufacturing countries.

A new committee to be known as the world motor transport committee was appointed for the purpose of studying and developing plans for this campaign. It is headed by Roy D. Chapin, president of the National Automobile Chamber of Commerce and chairman of the board of the Hudson Motor Car company of Detroit.

Associated with him in this work will be Baron Petiet, president of the Chambre Syndicale des Constructeurs d'Automobiles of France; Dr. George Haegel, secretary of the Austrian Automobile Manufacturers association and Alfred Hacking, secretary of the Society of Motor Manufacturers and Traders of Great Britain.

A complete survey of world

highway conditions will be made and efforts directed toward furthering motor car, bus and truck use to the added efficiency of the countries of the world.

It is known that improved highways and more motor transport are needed in many parts of the world and it will be the aim of the new World Motor Transport committee to aid in supplying data that will provide a better knowledge of how they can be obtained.

Mr. Chapin possesses unusual qualifications for the task in hand. For years prior to his election as president he was chairman of the highways committee of the N. A. C. C. and an active leader in promoting the cause of good roads in this country. Being well acquainted with the problems to be met by those contemplating road improvement and their financing he will be able to effectively direct the committee work.

Other N. A. C. C. officials representing the American automobile industry at the Paris meeting included John N. Willys, chairman of the foreign trade committee; Windsor T. White, vice president in charge of bus and truck division and Alfred Reeves, general manager.

The American representatives also attended a meeting of the American Automotive club at Paris. Before their return they will visit Denmark, Norway, Sweden, Germany and England, addressing meetings of dealers, bankers, highway commissioners and traffic officials.

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BRIDGE DEDICATION SCHEDULED FRIDAY

(Continued from page 1.)

California highway, Klamath Falls and The Dalles, will be represented at the dedication of the bridge. The Wasco county town will, according to plans announced by Jay H. Upton, chairman of the Bend committee in charge of arrangements, be represented by Congressman N. J. Sinnott. Senator Frederick Steiwer has also been asked to be present. Senator Charles L. McNary was likewise invited but finds it impossible to arrange his schedule to make the visit to Central Oregon. Portland will be represented by a large delegation.

Features of the noted span will

be discussed by C. B. McCullough, highway department bridge engineer. The total cost of the span was \$130,000. The bridge is 204 feet above the water of the Crooked river. Length of the span is 330 feet, the total length of the bridge being 506 feet. A total of 410 tons of structural steel was used in building the bridge.

AUTOS OUTNUMBER

CAPE TOWN, South Africa.—The number of motor vehicles in South Africa exceeds that of income tax payers by 20,000, there being as many passenger cars in operation as there are taxable incomes of \$1670 per year. Imports for the year 1926-27 total about 18,999 vehicles.

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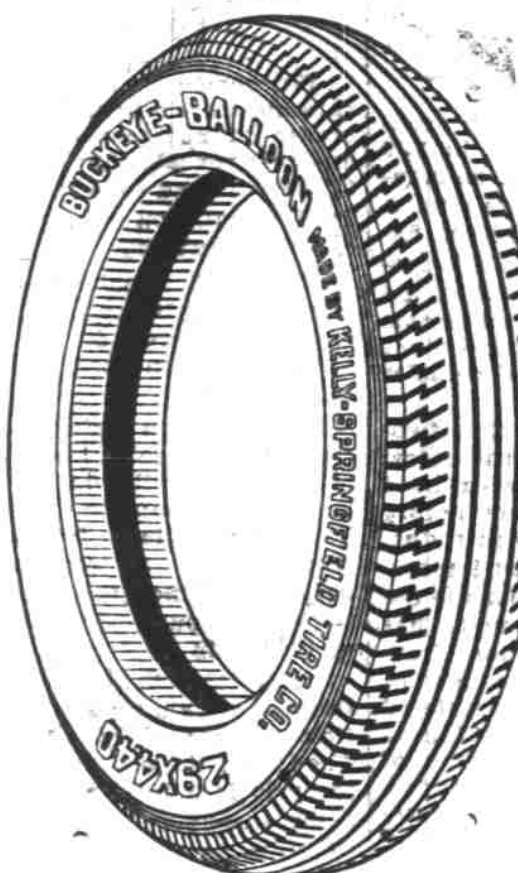
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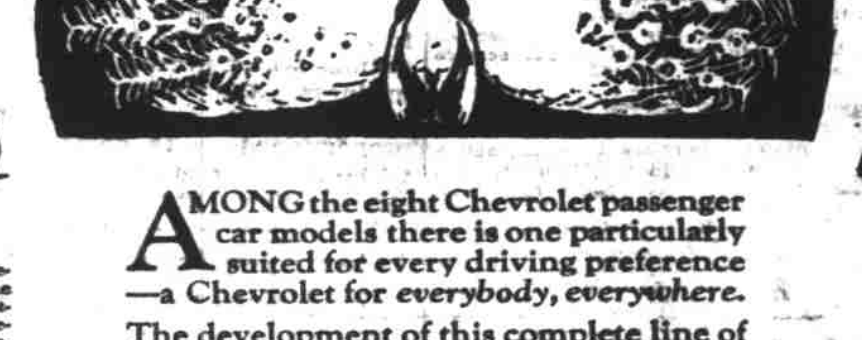
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