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¶ A badly lighted basement is merely a cellar. Yet hard work is done there. Badly placed or insufficient light on washing and ironing means eyestrain; and eyestrain causes nervous fatigue or exhaustion.

¶ You can easily have the kind of light that makes the work go quickly and smoothly—light that show those tiny wrinkles near seams, where careful ironing is necessary.

¶ Use a 150-watt Mazda bowl-frosted daylight lamp, or a 100-watt bowl-enameled lamp in a suitable reflector. And have a similar lamp and shade over the work bench. In other basement sockets use 60 or 75-watt Mazdas.

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1924 Best Year For Dodge Brothers Cars

The year 1924 was the most successful in the history of Dodge Brothers, according to company executives.

While the automobile industry as a whole showed a production decrease of 8 per cent for the first ten months of the year, compared with the same period for 1923, Dodge Brothers increased their production and sales 35.6 per cent.

The figures for the remaining two months of the year will show about the same percentage of gain, according to John A. Nichols, Jr., general sales manager.

"It will be recalled that 1923 was the banner year of the industry," Mr. Nichols added. "Prior to 1924, it was also Dodge Brothers best year and in view of this, our large increase last year is especially noteworthy.

"It is not exceptional for a small company, or one that is just getting underway in business, to make such an increase. But for Dodge Brothers, who stand among the three or four largest motor car manufacturers in the world, to advance so sharply over an extra good previous year, is conceded by all authorities to be actually remarkable.

"Bear in mind that every year of their history has been a good year — no ups and downs — only consistent gains. These facts contribute to the unusualness of the achievement.

"Our 1924 shipments to dealers aggregated 225,704 cars, of which 193,861 were of the passenger type and 31,243 commercial.

"Practically this entire total represents retail sales, as dealers' stocks at the close of the year were unusually low.

"Dodge Brothers ended their tenth year with a total of 1,250,000 cars built and sold. Registration records show that more than one million of this number are still in daily service, giving some idea of the materials and methods employed in building the car.

"Public confidence in Dodge Brothers product was never greater. Respect and admiration for the car's long life, dependable performance and comfortable riding qualities are universal.

"It is this public confidence, coupled with constant, efficient improvements in the car, that accounts for Dodge Brothers' record business in the face of a general decrease.

"Chief credit for this gratifying showing belongs to Horace E. Dodge, president and general manager, Mr. Frederick J. Haynes. There has been a steady, healthy growth in production every year during his administration. The factory has been greatly enlarged, much new equipment has been installed and many better methods of manufacture have been adopted.

"In addition, pronounced improvements have been made in the appearance and riding qualities of the car, adding greatly to the appeal of a well built product.

"Mr. Haynes, of course, insists that he is simply carrying out the principles that would have been followed by John F. and Horace E. Dodge, were they still in personal supervision. He began learning these principles just 26 years ago, having first met John Dodge January 1, 1900, when he went to work for him. Mr. Dodge, at that time was superintendent of the National Cycle and Automobile Co., of Hamilton, Ontario. The meeting with Horace Dodge followed a few months later. During the many years of their subsequent association, Mr. Haynes naturally had every opportunity to observe and analyze the methods and policies that brought the Dodge Brothers such great prominence and success and he has always said that as long as those principles continue to govern an institution, it will prosper.

"The continuous growth of Dodge Brothers is emphatic proof of the truth of this statement; but it must also be remembered that it requires tremendous vigor and initiative, as well as sound business judgment, to see that these principles are continually adhered to. That Mr. Haynes possesses these characteristics to a marked degree is evident from his record."

Mr. Nichols also expressed the belief that the year 1925 would be even more prosperous than 1924 and that production plans are being made accordingly. Dodge Brothers dealers are unanimously optimistic and looking forward to a period of activity excelling that of the war days.

De Palma Makes New Record In Chrysler

Driving a Chrysler Six touring car—strictly stock in every detail except that a gear ratio of 3.75 to 1 had been substituted for the standard 4.6 to 1—Ralph de Palma, the famous racing driver, made 1000 miles in 986 minutes 6 1-5 seconds elapsed time on the Culver City track near Los Angeles January 5—an average of 76.32 miles an hour.

This is the fastest speed average ever made by a passenger automobile in distance run, according to J. E. Fields, vice-president in charge of sales of Maxwell and Chrysler Motor Corporations.

No fin single stop was made for mechanical adjustment, tire changes or even to add water.

Beating its own previous record for 1000 miles by 8 hours and 41 minutes, Chrysler, on this latest run, is 54 later by 1 hour 2 minutes and 25 1-5 seconds than the fastest time ever made in a similar event.

The run was clocked and the time verified to by representatives of the American Automobile Association. The car was not certified by them as to stock specifications, this being done by Harry A. Miller, the famous engine builder, and several of his engineers. Their finding showed that the car was stock in every respect except gear ratio.

This latest record is an addition to the one De Palma made last September when he drove an absolutely stock Chrysler 1000 miles in 1007 minutes elapsed time. For that record the Greer-Robbins Co., of Los Angeles Chrysler distributors, was awarded the Los Angeles Times competitive trophy for long distant speed and endurance, which it has since continuously held.

"Endurance in high speed work was the real test put up to the car," says Mr. Fields. The combination of 1000 miles at an average speed, including stops for gasoline and oil, of 76.32 miles an hour is a speed that tells a story of amazing endurance.

"If you have ever driven the ordinary car at 60 miles an hour you know it is a terrific strain on the car—even on very high priced cars. You can feel that the engine is working far beyond its normal limit. Not so the Chrysler. With the identical engine, pistons connecting rods, oiling and cooling systems built into every Chrysler, averaged 76.32 miles an hour for 1000 miles. Did it easily, without straining effort, without destructive vibration.

"It is one thing to show a burst of speed for a mile or so. It is quite another to hold that speed for 1000 miles. The first takes power alone—the second, power plus unprecedented endurance.

"A car with destructive vibration could not stand 1000 miles at 76 miles or even 50 miles an hour. An engine with anything but a perfect oiling system would be wrecked long before it traveled 1000 miles with the throttle wide open. A car with anything but a perfect cooling system could not possibly keep an engine cool at its topmost effort for more than 13 hours. What is even more impressive is the fact that not a drop of water was added to the radiator, proving not only that there was no boiling, but that the engine did not once get hot.

It is logical to assume that a car that can stand 76 miles an hour for 1000 miles has the endurance, reserve ability and perfection of design to permit it to stand up for an abnormally long time under normal usage."

PACKARD PREVENTS RAIN FROM SHORT CIRCUITING

At some time or other a Packard engineer must have been caught out in a heavy rain with his car and had an experience common to many motorists, having the rain seep down through the hood hinge and short circuit the distributor putting the engine out of commission. Packard cars are equipped with a metal trough which extends along the length of the hood hinge and carries any water which might find its way through away from the distributor and all the ignition lines.

STATE OF MICHIGAN—In the Circuit Court for the County of Oakland, in Chancery.

In the Matter of the Petition of Frederick W. Young to vacate a portion of plat in the Township of Royal Oak, Oakland County, Michigan, known as Yorba Linda Park Subdivision, of part of the South Half of the Southeast Quarter of Section 8, Town 1 North, Range 11 East, Royal Oak Township, Oakland County, Michigan.

TO WHOM IT MAY CONCERN:

There is pending in said court the petition of Frederick W. Young to vacate that portion of the plat of Yorba Linda Park Subdivision, of part of the South Half of the Southeast Quarter of Section 8, Town 1 North, Range 11 East, Royal Oak Township, Oakland County, Michigan, described as follows:

Lots numbered One (1) (Town), Three (3), Four (4), Five (5), Forty-seven (47) and the Southerly 31½ feet of Lot Forty-six (46), Yorba Linda Park Subdivision, of the South Half of the Southeast Quarter of Section 8, Town 1 North, Range 11 East, Royal Oak Township, Oakland County, Michigan.

Said petition to vacate will be brought on before said Court in the court room in the Court House in the City of Pontiac on Monday, the second day of March, at the opening of court on said day or as soon thereafter as counsel can be heard.

Dated at Royal Oak, Michigan, this 28th day of January A. D., 1925.

GEO. B. HARTRICK,
Attorney for Petitioner,
Business Address: 206-7 New Royal Oak Savings Bank Bldg., Royal Oak, Michigan.

42-45

STATE OF MICHIGAN—The Probate Court for the County of Oakland. At a session of said Court, held at the Probate Office in the City of Pontiac, in said County, on the 17th day of January A. D. 1925.

Present, Hon. Ross Stockwell, Judge of Probate.

In the Matter of the estate of Mr. Estelle Hemerway, Deceased.

J. Milligan Henning, having filed in said court an instrument in writing, purporting to be a duly authenticated copy of the last will and testament of said deceased and the record admitting the same to probate in the state of New York and a petition praying that said will be allowed, filed and recorded, and that the administration of said estate be granted to J. Milligan Henning or to some other suitable person.

It Is Ordered, That the 16th day of February, A. D. 1925, at eight o'clock in the forenoon, at said probate office, be and is hereby appointed for hearing said petition;

It Is Further Ordered, That public notice thereof be given by publication of a copy of this order, for three successive weeks previous to said day of hearing, in the Birmingham Eccentric, a newspaper printed and circulated in said county.

ROSS STOCKWELL,
Judge of Probate.

A true copy.
DAN A. McGAFFEY,
Register of Probate. 40-42

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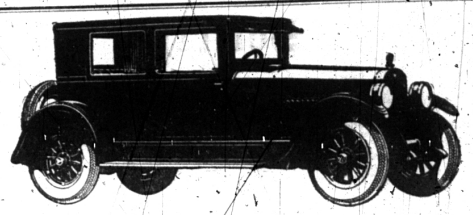

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