

# RADIOGRAM IN AUTO USE

Detroit.—The manufacturers of Graham Brothers trucks, in Detroit, operate one of less than a score of private radio plants for transmitting and receiving radiograms in the United States. This company sends between four and five thousand messages per month and receives between 2,000 and 2,200 over the same period.

The business is restricted to inter-company messages between the Detroit headquarters factory and the Evansville, Ind. plant. Construction of the radio station was completed in December,

1925, but it was not opened officially and put into daily use until March, 1926. The wireless plant comprising W.F. Detroit, and W.L. Evansville, has eliminated the necessity of a private wire between these two points insofar as the Graham Brothers truck manufacturers are concerned and this effects a saving of many thousands of dollars throughout the year. The tolls on the private wire, which the radio replaced, amounted to several thousand dollars per month, while under the wireless arrangement the cost is little more than the salary of the personnel.

An American actress was jailed for appearing on a Constantinople stage draped in a Turkish flag, which authorities considered an insult to the national emblem.

# PACKARD GETS A NEW UNIT

Building No. 21, the twenty-ninth in the group of structures which forms the big Packard Motor Car company factory, has just been completed and occupied. Its capacity were hardly more than ordinary routine details in the daily life of the Packard company.

The new building, is dwarfed by a huge structure, which extends along Concord avenue from Harper Grange, alongside which it stands. Yet it is in itself a factory which would be considered more than ordinary even in a good sized city. Building 21, however, has assumed importance in Packard city because it was erected in the twenty-fourth anniversary of the occupancy of the first Packard factory in Detroit and stands almost on the same site as the original structure. Although it represents only 175,000 square feet in the total 2,200,000 square feet of floor area in the plant now, 21 years ago it would have considerably exceeded the size and far surpassed it in structural detail and building equipment.

The new building was elected in record time. It has a frontage of 190 feet and is 382 feet long, extending from Concord avenue to Packard avenue, the main thoroughfare through the Packard factory. It has four floors, set in a grid covered about 50 feet by 320 feet. It is designed to carry several additional stories conforming to the other factory buildings of the plant it is of heavy reinforced concrete and brick construction. The building was erected and completed in exactly 90 days, which the contractors believe to be a new record for the erection of a flat slab concrete structure of such size.

# INCREASE SEEN IN EXPORTS

Exports of automotive products by this country during the January-October period of the current year totaled \$346,267,888, a gain compared to shipments totaling \$247,507,000 for the 12 months of 1926, according to the automotive division, department of commerce. In a statement issued by D. M. Butler, manager of the Detroit office.

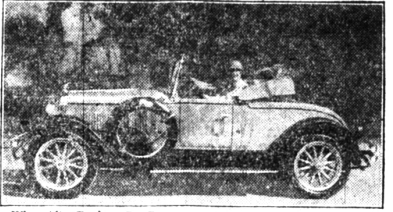
The total exports of automotive products during the month of October were valued at \$29,134,925, an increase of \$5,814,700, or 24.6 per cent over the corresponding period of 1926, at which time shipments were valued at \$23,320,165.

Shipments of motor trucks and buses, during October, totaled 8,372 units, a gain of 106.8 per cent over the total for October, 1926, and an increase of 19 per cent over the figure for September of this year.

Exports of this classification to all of the leading markets was considerably in excess of the former for the corresponding period of 1926 and, with some exceptions, showed a decided gain over September of this year. The average unit value of truck shipments was \$712.

Miss Eleanor Allen of Kansas is the youngest musician to be admitted as a fellow of the American Guild of Organists, being only 22 years old.

# 500 Miles—"Just A Jaunt"



When Alice Boulton, Gay Paree star, missed her train carrying her company from Los Angeles to San Francisco, she borrowed a Pontiac Six roadster and arrived before her train time, describing the 500-mile trip as "just a clean little jaunt."

# OFFER BUYER WHEEL CHOICE

The Commander, Studebaker's recently traveled 25,000 miles in less than 25,000 minutes, will hereafter be available in either wood or disc wheels, according to A. H. Connelly, manager of the Detroit Studebaker branch. The announcement also includes the cars of the Dictator line of Studebakers.

"Either wood or disc wheels may be obtained now on Commander and Dictator models," said Mr. Connelly. "There is a difference of \$50 between the two models, the disc wheels being the less expensive. The Commander line now ranges in price from \$1495 to \$1745, while the Dictator line extends from \$1165 for The Tourer to \$1315. All prices are f.o.b. South Bend."

"The choice of wood or disc wheels is but another example of the Studebaker policy of giving the buyer what he wants. A wide selection in colors, seating arrangements, body types and optional accessories, and luxury is offered by Studebaker. "In addition every Studebaker automobile includes more than 2500 worth of extra equipment. Such extras as front and rear bumpers, shock absorbers, extra lights, horn, rear view mirror, signal lamp, tail-beam brackets controlled from the top of the steering wheel, a compass lock and a hood ornament are just some of the same line including the door and spare tire lock, exclusive Studebaker windshield that permits full ventilation even in rainstorms and many other features are delivered with the car at no extra cost."

# INSPECT TIRES IN COLD WEATHER

The tire care of tires during winter months will prevent much trouble and delay just when you need a good car. Woodward's tire men today advise motorists of Birmingham to see that their tires are in good condition for winter driving. "In the case of cold weather, tire men are usually being questioned about the proper air pressure in tires during cold weather," says Woodward. "The answer is that there should be no difference in the amount of air carried in balloons in the winter than in summer."

"Many drivers believe that there should be less air in warm weather than in the winter time, due to expansion. This is a misconception. The reason is that glycerine has a slightly higher boiling

point than water. The result is that it keeps the engine cold as much longer. That, however, is a slight and practically negligible factor. During driving, the motor may be

run along in fine shape while the motor meter will show a low degree of temperature. The glycerine keeps it down.

of Desplains, Ill., were arrested for fighting after an argument over the merits of their respective cat and dog.

Morris Glatz and Robert White 52 Issues of The Eccentric 61.

# Under The Hood

The fact that there is an anti-freeze in the cooling system does not absolve the automobile driver from carefully complying with the general winter rules for driving. In fact, he should be all the more careful, for the anti-freeze will catch him unawares and work as a boomerang against him.

It should be remembered that the engine is just as cold, after remaining in the garage over night, as it would have been with no anti-freeze in its cooling system. All that the mixture does is keep from freezing or solidifying under severe cold. It remains a liquid longer than ordinary water would, but with a cold and stiff engine, with oil in the crankcase and transmission thick and unyielding, just a touch more care must be taken in starting. The battery has a heavy drain on its power. Oil doesn't begin to seep up along the cylinder walls until it has been thinned down. And the engine doesn't work smoothly until it has warmed up.

It is just as difficult to warm up a cold engine with an anti-freeze in the radiator, as it is one with only water or ice in it. The warming up process in the former case has one danger eliminated, however, that of steaming and cracking the cylinder head, but the great danger of scoring the cylinder walls and ruining the engine is still there. It is therefore just as essential to warm up the engine slowly and carefully, before starting out in the morning, whether there is an anti-freeze in it or not.

In fact it is slightly more difficult to warm up an engine with the use of special anti-freeze than with the use of ordinary water. The reason is that glycerine has a slightly higher boiling

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