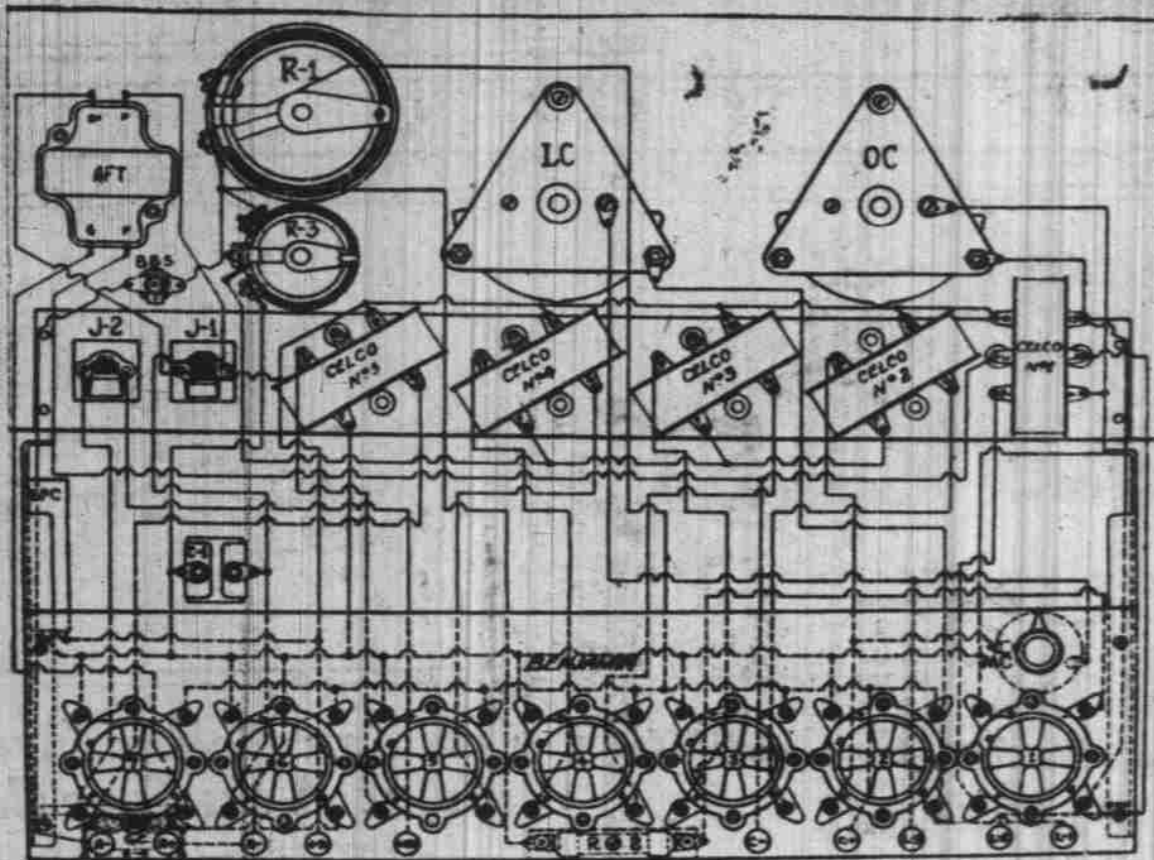


Summer Enjoyment Should Not Be Limited, Harry J. Marx Declares



By Harry J. Marx

A cabinet can be constructed to fit or if desired a convenient portable case can be built. If the latter is done, the loud speaker horn with a unit can be incorporated in the case. Space should be provided for all the batteries required for operation of the set.

The loop aerial can easily be made of the collapsible type and carried around in a compartment in the case. A portable unit of this type need not measure more than about 16 x 24 inches. This makes a very convenient size for carrying around on any trip for the summer.

Many have had real pleasure out of their radio receivers this winter—why not enjoy them in the summertime too.

The RADIO PHAN Talks

BY F. S. BARTON

The "Loud Speaker" in Radiocast Weekly waxes somewhat sarcastic.

Speaking of various noises that are irritatingly familiar to music lovers during the usual concerts and recitals, he says:

"These are the little touches—the delicatessen, as it were of radio production. You miss them all, and that is why a radio concert seems so dead and lifeless. You are accustomed to getting your music through a barrage of chokes, gasps, wheezes, snorts, whoops and bellows. In the tomb-like silence of your own home the music sounds hollow and unnatural. It is because radio has no asthma, no colds or coughs, no racket familiar to a musical car, that it fails to completely satisfy."

Are any Salem fans picking up the half hour concert given Tuesday at midnight from WGBS, New York City, 315.6 meters?

John Hammond gives an organ recital from the Piccadilly theater at that hour which is an accommodating one for west coast fans.

A new card game has been invented using the call letters of broadcasting stations for card identification. This would appear a very pleasant dose to be taken by those who want to rattle off call letters as nonchalantly as their neighbors do.

EARTHQUAKE RECORDED

Here is one for the scientists to figure out. If radio waves travel in the so-called ether why did the recent earthquakes felt in the eastern portion of the United States and Canada interrupt radio concerts?

WTAM, broadcasting station of the Willard Storage Battery company at Cleveland was broadcast casting at the time of the tremors. Cleveland newspapers asked the station's aid in collecting data for their morning edition. Replies indicated that for a period of three to five minutes during the major

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shock, all radio reception was stopped, not only from WTAM but from other broadcasters that were on the air at the time.

The lesser shocks were recorded as causing distinct fading of the radio signals. Reports of absolute silence came from a distance of 100 miles or more. Local reception was uninterrupted. One interested fan telegraphed to WTAM that he missed the earthquake by asking a picture show and asked Chief Announcer A. R. Herske to arrange for another.

GOOD TOOLS PROVE FRIEND IN NEED

Accessory Man Believes that Motorist Should Get Ready for Summer

There's nothing that will relieve the motorist in trouble of both perspiration and profanity, as readily as a good tool box equipped with a select number of tools, is the opinion of W. F. Watson, local manager of the Western Auto Supply company.

"Speaking in the language of the average car owner," says Mr. Watson, "the tool box is a small compartment either under the seat or in the rear compartment, given over principally to the storage of old rags, broken chains, inner tubes of the past tense, and the remains of last summer's picnics. Scattered among these articles lie safely the remains of the tools that have not been borrowed by the neighbor or appropriated by the wife for opening cans."

"But as we are talking about a good tool box, let us jump into our coveralls and straighten it up right before the touring season begins—unless you are in need of personal lubrication, don't forget the coveralls."

"These suggestions are not so much for the individual who steps on the starter and lets the check-book do the rest, as for the happier fellow, who gets a lot of relaxation, and knowledge as well, out of tinkering around doing the simpler problems of car maintenance. Hence—the tool box."

"So let's clean out the junk, get everything together and look it over. Here's the kit that came with the car, or rather what's left of it. Special tools are provided by manufacturers for nearly every individual make of car. If these tools have been lost, they can be replaced at a small cost. Tools that are never needed should not be carried for they are an investment that bring no returns."

"Two or more pairs of pliers should be included in the kit—the regular type and a heavy pair of side cutters. Screw drivers—you should have at least three; a small electrician's, a four inch and a large ten inch size. Two other tools that will be needed are a cold chisel and punch."

"When it comes to tires, every motorist needs a handy vulcanizer

for emergency use. The type that uses heat units and rubber patches makes a very satisfactory vulcanizing job. The cost is small but the comfort and assurance is great."

"A smooth running motor calls for an adequate supply of wrenches. Here especially, only the best will suffice. The kit should contain a number of double end wrenches of the proper size for your car. And speaking of wrenches, you will bless the day that you secure one of the handy socket sets which includes a match handle with extension bar and sockets to fit practically every "hex" nut or bolt on the car."

"The tool should also contain a heavy duty jack, good pump-up rope, tire chains, tire gauge and an interrupter file for emergency use. Such a list of tools will be fully capable of making any minor repair that may be needed while on the road."

"Even though the tools never come in to play, there is a certain amount of mental satisfaction in knowing that they are there and may be brought into operation should they be needed. Good tools are insurance against costly delays and a wide selection of them for the car will provide everything that is at all likely to be needed in every day motoring."

MAXWELL CLIMBS TO TOP TICE HILL

First Car to Accomplish Feat—Carried Three Passengers

For the first time an automobile has climbed to the summit of Tice Hill, the famous testing ground for army motorcycles near Bakersfield, Cal. The car which made the successful ascent was a Maxwell stock touring car carrying five passengers.

"Tice hill has always been regarded as an insurmountable wall to any motor car," says Oscar Gringrich, local Maxwell dealer. "It has been a proving ground for motorcycles—and only motorcycles of the greatest power, piloted by the most skillful and daring drivers. No one ever dreamed that any automobile would ever be able to turn the summit. This Maxwell accomplishment is added evidence of the increased power and many improvements made in the good Maxwell by Chrysler engineers in the past year."

The difficulty of the stunt successfully undertaken by the Maxwell may well be imagined when more is known concerning Tice Hill. The average grade is about 50 per cent—almost a wall. It is 865 feet long. It has no roadway—not even wheel tracks to follow. No chains were used and the car carried its standard tire equipment of 5.25-inch balloons. The climb is regarded as the most difficult ever attempted by an automobile.

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KELLY KIDS MAKE RADIO DEBUT



Verona Oakley

THE Kelly Kids from Springfield, as the Kelly Springfield Tire Company's radio entertainers are known, made their debut over station WMCA at New York in an interesting and unusual program. The "Kids" are Miss Verona Oakley, S. Wyman Steele and Austin C. Ring.

Above—S. Wyman Steele Below—Austin C. Ring

SET NEW PRODUCTION AND SALES RECORD DURING MARCH

Willys-Overland Builds 24,300 Cars, Establishing New Output Peak; Expect Demand To Continue

With a production record of 24,300 Overland and Willys-Knight cars during the month of March, Willys-Overland has just established a new production peak surpassing its previous record achieved a year ago in March.

Coincidentally, the sales department announced that field reports show a gain in retail sales for the same month of 38 per cent compared with last year.

"Never before has the outlook for Willys-Overland appeared better," is Mr. Willys' comment supplementing the announcement of these facts. "During March we built 5200 Willys-Knight cars. We have now reached a production of 250 Overland Sixes per day. Our output of Overland four-cylinder models has been nearly 600 per day, the majority being en-

closed types, particularly the All-Steel sedan, which seems to have met with generous approval by the motoring public.

"Unlike the situation a year ago which began to show diminution in business with the beginning of the second quarter, all evidence indicates that there is a steadily increasing demand for automobiles this spring and we expect to maintain our production gait of the past month for some time to come. Our dealers are already beginning to feel a brisk demand that presages a car shortage. We are employing nearly 20,000 men at our three plants in Toledo, Pontiac and Elmira, with 14,000 men on our pay roll at Toledo and 3000 each at the other two points."

POWELL ADVISES QUICK SELECTION

Shortage of Cars Now Exists Says Local Dealer

"One of the big motor car manufacturers predicts that we are going to have a spring shortage of motor cars. I can beat that prediction, there is now a shortage," said Fred M. Powell, dealer for Hudson, Essex and Packard autos. "All the uncertainties about motor taxes and registrations—all the handicaps of bad weather—are now past, and for those lines of cars which deserve public patronage the spring rush is on. Motorists who want prompt deliveries of popular cars should take notice."

"Now there are various causes of motor car shortages. One of the ways to bring about a shortage is to shut down the factories and let the demand pile up. Some concerns have done that. Probably the busiest spot in Detroit right now is the Hudson-Essex plant, with many of its departments running two shifts a day and still others three shifts.

"This night-and-day activity follows a winter program of the largest business plant has ever known. "It is general all-around usefulness which the public demands in motor cars today. Nothing freakish is desired in body or chassis. The public asks for reliable transportation at the right standard of prices. When motorists are offered this combination they can be depended upon to buy. Month after month, it is this type of buying which has kept Hudson-Essex in a position of uninterrupted sales leadership and public demand."

"March was the largest month we ever have had. The sales so far have been sufficient to prove that, and the last few days has shown a sharp upward trend in demand. This is the first sign of the spring rush. The greatest number of inquiries is for coaches and this is true, I understand, with all lines of cars. But for a long time to come the man thinks coaches, will think of Hudson and Essex."

WHY NOT FEDERALIZE ROAD IMPROVEMENTS?

Public improvements serving all the people should be paid for by all the people, and being so purchased the control and maintenance should remain with the people.

The entire nation pays to build up our coast defenses. The in-

GROWTH OF AUTO INDUSTRY LARGE

President of Hupp Motor Corporation Says Growth is Tremendous

The value of the motor car as a daily necessity has been strongly emphasized by the automotive industry for some years. Within recent weeks several authorities have declared that approximately half the distance covered by automobiles is now for business purposes.

Many comparisons have been made between the motor car and the telephone to show the influence each has tended to exert on our daily lives. It is generally agreed that these two inventions and, more recently, the radio, are the outstanding contributions of the Twentieth Century.

The tremendous growth of the automobile industry is strikingly illustrated in telephone statistics just released by the Western Electric company. They disclose that there are now 2,000,000 more cars in use in the United States than telephones—17,740,236 automobiles and 15,369,454 telephones. In other words, there are today 100 motor cars for every 86 telephones in this country.

Surprisingly, France has an even greater proportion than the United States. Latest figures show 573,967 motor cars in operation there, against 524,592 telephones, or 100 motor cars to each 81 telephones.

No other country has yet as many motor cars in use as telephones, though in Australia and Great Britain, among the larger countries, the ratio is nearly equal. Australia, with 258,477 telephones, 205,000 motor cars. Great Britain has 1,045,928 phones and 778,211 automobiles. Each will probably have more motor cars than telephones within two years.

The telephone has been of considerable assistance to the automotive industry in determining markets and prospective markets for motor cars. In some quarters the idea has been advanced that the two should go hand in hand in their development. Each has become a necessity in life, though only a few years ago each was looked on as a luxury. The telephone, of course, is relatively inexpensive as compared to a motor car. Yet no country has greater need for telephones than for transportation. Business houses and

individuals require the former in the daily conduct of their affairs and their life; so also do they need motor cars, and in this respect the two are strikingly similar.

Because of the greater number of motor cars in the United States, the total number of automobiles in the leading countries the world over is today in close proximity to the number of telephones. Latest figures show there are now 20,586,840 motor cars in the world's leading countries as against 22,663,347 telephones.

Japan, Poland and Hungary are the only great countries where there are more than 10 telephones to each motor car. Japan has almost no good roads, which largely accounts for her exceedingly low ratio. Poland and Hungary are still suffering heavily from the ravages of the war. So are Germany, Austria and Czecho-

Slovakia—other countries where the ratio is at greater variance than it would be under normal economic and political conditions.

This Is a Nutty One
A man was being questioned as to his fitness for a job as mechanic.
"Yes," said the applicant, "for six years I had experience in the Ford works."
"And what did you do there all the time?"
"Well," said the man, "I screwed on nut number 467."
"Would you mind driving a little slower, old man?"
"Getting scared, are you?"
"Oh, not at all; but I'd hate to take an unfair advantage of my life insurance company."
—Lions Weekly Bulletin.



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