

## AUTO RESPONSIBLE FOR COUNTRY CLUB

Makes Possible Tremendous Popularity of Outdoor Sports of Today

(By Ralph E. Nettleton, Sales Manager, Chandler-Cleveland Motors Corporation)

The modern country club with its highly developed social and sporting life is a striking example of the influence that the automobile has over American habits. Generally speaking, if it wasn't for the automobile there would be no country clubs, for few members would arrange their time to conform with railroad schedules in this hustle-bustle age we are living.

The automobile not only makes it possible to dash out to the club for a few rounds of golf whenever the urge demands, but it makes evening social life brighter by permitting groups to attend dances, etc., in a comparatively short amount of time.

Then, too, the majority of clubs of today, instead of being limited in their location to regions served by rail, are purposely laid out in secluded, picturesque sites. They are, therefore, much more accessible by car than the country clubs of an earlier day which used to lie alongside the main line of the railroad with town lots encroaching on both sides.

It is in the extension of the field of greatly increasing social and sporting activity that the country clubs of today have been so much changed by the automobile.

For, after all, the country club is no longer a mere rendezvous for golfers and a recreation ground for the young. It has, instead, become a true club—transferring to its exclusive and invigorating natural surroundings, the social atmosphere and comfort of the best city clubs.

There are hundreds of country clubs and thousands of members today, as against a few score clubs and hundreds of members a decade ago. The beneficial effects of this great development, of course, are obvious, and it is the automobile alone that has made it possible.

## AVERAGE AMERICAN FAMILY USES AUTO

Also a Telephone, Radio, Phonograph and Piano, Statistics Reveal

By DUBOIS YOUNG, President, Hupp Motor Car Corporation

The average family in America has a telephone, a motor car, phonograph, a piano and a radio. Statistics bear this out.

The General Federation of Women's Clubs recently canvassed 4,101,581 families, living in every classification of cities and towns, and on farms. Of the number interviewed, 56.5 per cent have telephones. A total of 2,285,738 of the families canvassed have motor cars—a 55.7 per cent ownership. Forty-six and two-tenths per cent have phonographs, 40.4 pianos and 24.1 per cent radios.

It is an interesting fact that the largest percentage of families owning cars is in towns of 1,000 and less. The survey discloses that 60.5 per cent of all families so located enjoy motor car ownership. The lowest rate was found in cities of 100,000 and up, but even here 54.0 per cent have one or more cars.

Figures just available reveal that California now has a registered motor vehicle for every 3.11 persons. On the other hand, Alabama has one for every 12.75 persons and Georgia one for every 12.79.

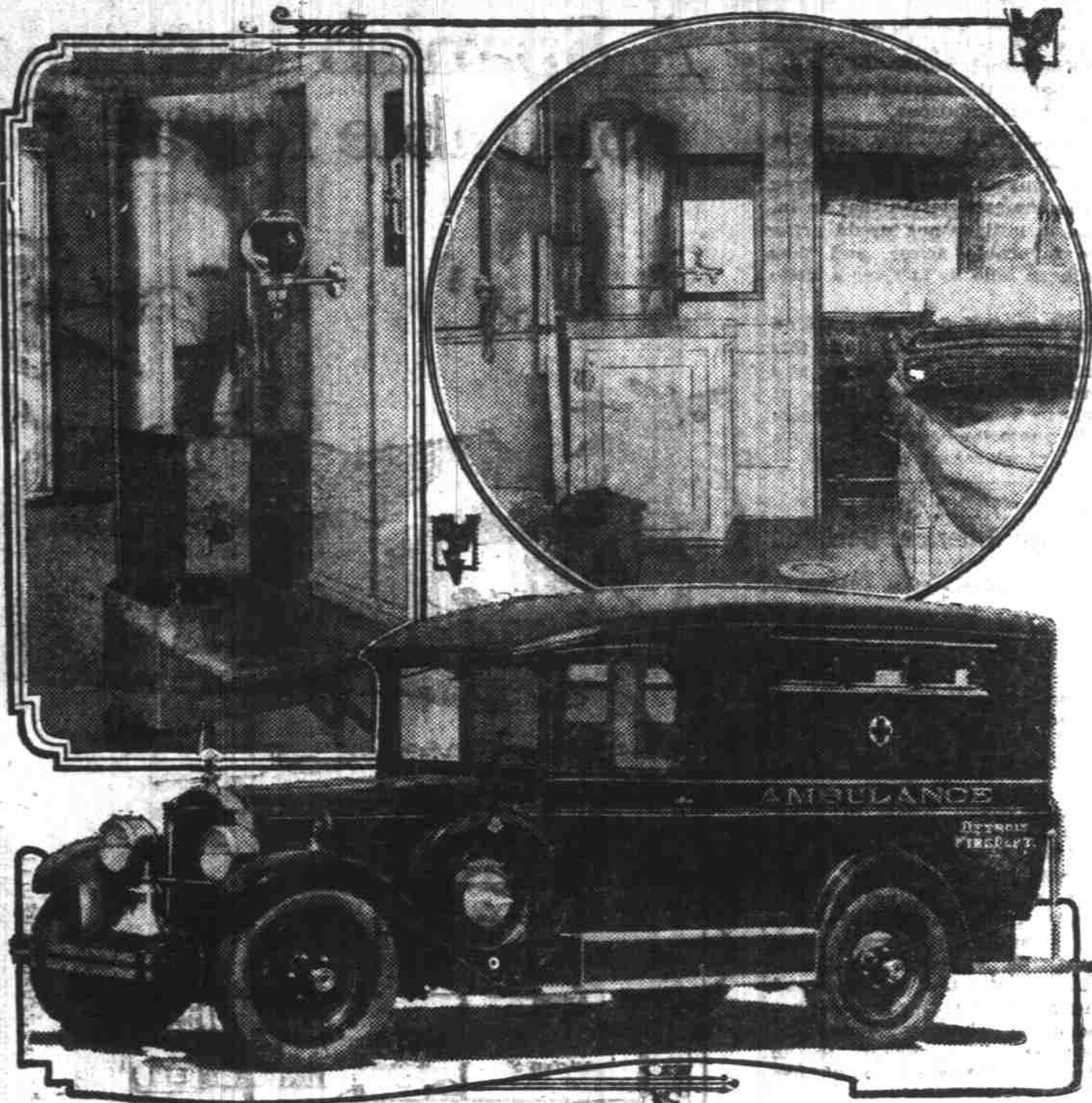
Florida last year enjoyed an increase in new car registrations of 40.2 per cent. Oklahoma was second with 17.8 per cent. Conversely, Colorado showed a gain of 3.5 per cent and South Dakota 0.1 per cent.

New York continues to have the largest number of registered motor vehicles of any state—1,815,424. California follows with 1,600,475. Ohio, Pennsylvania, Illinois, Michigan and Texas each now have more than 1,000,000—the last two joining that class during 1926. Delaware, with 447,834 cars, and Nevada, with 24,014, are on the other end of the list.

New York added 189,851 cars to its registration in 1926 and California 159,934. Registrations for the United States at the close of 1926 gained more than 2,000,000 over those at the end of 1925. There are now more than 22,000,000 motor vehicles registered in this country. This year 1926 was the largest in the history of the automobile industry.

There always will be a certain percentage of the total sales to those who have never owned a car. When there will be sales to families already owning one or more

## HOSPITAL ON WHEELS



In the accompanying pictures the oval at the top shows the coffee urn and interior. The picture at the left shows the combination sink and water tank.

A new and novel piece of fire fighting equipment has just been placed in service by the Detroit fire department. It is a combination ambulance and mobile hospital and also is fully equipped to dispense hot coffee and sandwiches at the scene of a fire. Firemen say it is the only car of its kind.

The special body is mounted on a Packard six chassis of 132 inches wheelbase. A coffee urn is placed on the left at the front of the rear compartment. It is set on a large cabinet in which are kept cups, saucers and silverware. A drop door makes a small

servicing counter. At the rear is a polished aluminum sink with an adjustable shelf where dishes can be washed with water contained in a large tank above. Liquid soap is carried in a container at the side.

On the right side of the rear compartment is a long leather upholstered seat beneath which are a large number of metal lockers for medicines and complete surgical equipment.

Two stretchers are carried in brackets above and when in use are swung on straps from the ceiling. Emergency seats and a surgeon's table fold out of the

way when not in use. A dust and water-proof trunk is carried on each running board as a place to store blankets.

Light is provided with two dome lamps and a movable spotlight with a long cord held in the partition at the rear of the driver's seat. Windows are so arranged on the sides as to give ample light and ventilation and still retain privacy for surgeons performing possible emergency operations.

The car was presented to the Detroit fire department by Paxton Mendelsohn, chairman of the fire prevention committee of the board of commerce.

## NATIONAL AIR TOUR DRAWS BIG ENTRY

Forty Planes Expected to Take Part; Leave Detroit Next Monday

An entry total of approximately 40 planes is expected for the Third National Air Tour, scheduled to begin at the Ford Airport, June 27. This contrasts with a total of 25 entries for the tour of 1926 and 14 for that of 1925, and supplies indubitable evidence of the growth of the American commercial plane industry and the importance of the event.

The program this year calls for an extended itinerary which will include cities in the east and southwest over a route of 3800 miles, twice the distance covered in 1925, and the longest ever scheduled for a competitive reliability tour.

Present plans send the aero caravan from Detroit east to Buffalo and Schenectady, in New York state. Continuing, the flyers will land at Boston, and hop off from there for New York City, Philadelphia and Pittsburgh will be visited in the order named. The next scheduled stop is Tulsa, Oklahoma; then follow Omaha, Dayton, Grand Rapids, Cleveland and Battle Creek.

It is probable that Chicago and Kansas City will be included in the itinerary when the schedule is complete. Noon stops for lunch will be selected from among the largest cities between the principal night stops lying in the line of tour.

## TRANS-CONTINENTAL TRIP'S STORY TOLD

seas of mud, ever cutting down the precious driving average, the car and its driver battled on, crossing the Missouri river at Omaha half an hour ahead of schedule.

Hour after hour, mile after mile, state after state, passed. The milling pace hurried them through Iowa and Illinois, Indiana and Ohio and when the tireless drivers reached the Pennsylvania line at East Liverpool they looked proudly at a speedometer that recorded 305 minutes for the last 1283 miles, an average of 55.8 miles an hour.

Across Pennsylvania, around the outskirts of Pittsburgh, through the historic Gettysburg battlefield, on to Philadelphia and New Jersey's maze of traffic the car kept up its terrific pace to Jersey City and the Hudson river ferry at New York. Here Miller checked in at 8:55 p. m., 79 hours

and 55 minutes elapsed time from San Francisco, breaking the old one-way transcontinental record by three hours and 17 minutes.

One minute on the New York dock to get stamps on his card, and Miller was back on the ferry headed west, and officially on his way to California. The return trip was a repetition of battling against the elements that were faced going east.

From the time the car left the old route to branch south on the Old Trails at Chambersburg a furious downpour of rain beat up on it. In Kansas three days precipitation had swollen rivers out of their banks and made roads more like bogs.

All through Colorado and down the picturesque old Santa Fe trail into New Mexico the dauntless drivers fought their way until at 7:30 Monday morning they pulled into Albuquerque—2279 miles from New York, 5664 miles since they had left San Francisco six days before. And the worst was yet to come.

Leaving Albuquerque, going south, down along the Rio Grande to Socorro, and then west again up over the Continental Divide and through the petrified forests—over roads that would make Daniel Boone's trail through the Kentucky mountains look like Fifth Avenue. Washouts, detours, almost impassable roads, heart-breaking delays—with man and machine making a great fight against time and nature.

At Flagstaff at 7:50 Monday night, then across the Colorado river to Needles and out over the Mojave desert to Barstow. Then down to San Bernardino and the glorious finish at Los Angeles at 9:59 a. m.—and L. B. Miller and John E. Wietter and the Chrysler Imperial '89 had completed the first continuous trip from the Pacific to the Atlantic and back to the Pacific in one week—a world's record, and a phenomenal exhibition of stamina, endurance and dependability on the part of both men and car.

**MANY TRUCKS USED**  
According to the United States Department of Commerce, the 17,681 bakers in this country use 92,000 trucks.—Motor Chat.

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## COMPACT CAMPING OUTFIT ESSENTIAL

Special Equipment Needed for Comfort and Convenience on Trips

The transportation problem should be taken into consideration when camping equipment is being purchased or assembled. It must be compact enough to fit in a small space and light enough to keep from overloading the car.

That is why the household articles and furnishings cannot be used to advantage on the camping trip, but does not mean that convenience must be sacrificed for the same comfort giving equipment used at home may be had in portable form, for the camp.

Porcelain dishes used in the house would not fit in with the camping scheme, neither would the bulky pots and pans answer the camping need. The average bedding roll would be much too large to allow ease in handling, so the tourist must provide compact equipment built especially for camping.

If two campers have the entire touring car to themselves, the problem is very simple—pack it all in the tonneau. This applies as well to the motor camper with the roadster or coupe—store it all in the rear compartment.

But all of us do not drive roadsters, neither are we all lucky enough to have an entire tonneau of the touring car for baggage and camping goods, so other places must be found to carry the equipment.

The logical place to carry the bulk of the equipment is on the running boards and rear trunk rack. These three places provide enough space so that little equipment is left to be crowded into the tonneau.

When most of the apparatus is carried on the running boards, it will necessarily mean that the doors on one side of the car will be blocked. On this side, the tent, bed and mattresses may be carried by means of the carry-all luggage carrier.

On the same running board the emergency service unit may be fastened. This consists of a kit containing three canteens, one for gas, one for oil and one for water.

A combined bumper and trunk rack will accommodate a good share of the outfit. A large box or trunk, bolted to this contrivance, will hold the blankets, pillows, clothing and all like articles that must be kept out of the dust and dirt.

The other running board will bear the heavier equipment and still have room for the doors to open above it. Here may be fastened the gasoline stove, folding table, chairs, dishes, aluminum set and box for groceries and supplies.

If a large amount of bulky bedding is to be carried, it is well to leave the back cushion at home and substitute the bedding in its place. Not only does this make a desirable seat but much additional rigging can be carried beneath it.

Many of the camping articles can be picked out to fit under the two seats. The folding bucket and basin, camp axe and shovel and even blankets can be carried there.

To insure cleanliness, the runningboard outfit should be covered with a heavy piece of khaki. The tent usually comes cased in a heavy bag, and the bed may be carried in its original carton. The poncho mattress is fitted with a pantostote covering that tucks in at the ends to render it dust-proof.

To get the best service from all of your equipment keep it covered, clean and away from the dust and rain as much as possible.

## NEW SALES RECORD SET FOR OAKLANDS

Production for May Averages 1,000 Cars Daily; Demand Growing

PONTIAC, Mich.—May production of Oakland-Pontiac sizes smashed all previous monthly records for the company and enabled us to deliver 24,006 cars to dealers thereby setting up a new record 20 per cent higher than

last month, which was the biggest month in the company's history. The statement issued by W. R. Tracy, Vice-President in charge of sales.

"Twice so far this year new records have been set for monthly production, the other being for April when 19,926 Oakland and Pontiacs were produced. Yet May's figures topped this by more than 4,000 cars, the third highest production month being August of 19,577 when cars were manufactured.

"During May a production schedule of more than 1000 cars per working day was maintained—a goal which the Oakland Motor Car company has been striving to reach since the first of the year through its greater plant facilities. With actual production starting in the new \$15,000,000 factory of the Pontiac Division in April this production schedule became a reality.

Large as it was, however, it failed to quiet the insistent demand of dealers for shipment of more cars. The increasing popu-

larity of the Oakland and Pontiac sizes appears to be the outstanding reason for the almost universal demand for more and more of these cars.

"Incidentally, the company has likewise reached its highest employment peak with more than \$300 on the payroll."

This number is in addition to more than 4000 employed in the Fisher Body corporation plant devoted exclusively to the manufac-

ture of Pontiac bodies, besides a large force employed in other Fisher body plants making Oakland and Pontiac bodies.

"The production of 1000 cars per working day places the Oakland Motor Car Company as one of the leaders in volume in the industry."

The average Chinaman may be almond-eyed but this doesn't necessarily make him a nut.

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STORAGE BATTERY

We Can Save You Money—Come In and See Us  
**JOE WILLIAMS**  
"Service That Satisfies"  
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More than 150 Stores in the West

## Western Auto Supply Co.

World's Largest Retail Accessory Concern

# Big Bumper Sale

**\$6.95** and up  
Installed Free

# Protection

Approved by Insurance Underwriters  
**12 1/2%**  
Reduction on Collision Insurance Premium—provided car is equipped with front and rear bumpers.

### Big Reductions on... Twin Bar Spring Steel Bumpers

EVERY car should have bumpers—front and rear... At this low price it costs little to protect your fenders, headlights, radiator, gas tank and tail lights... besides saving your engine and chassis from damage. These big, heavy, oil tempered, heat treated spring steel bumpers will enhance the appearance of your car. Each one is first heavily nickled, then copper plated over the nickle, and again nickled and highly polished, making it rust proof as well as handsome. Bumpers, and the extra heavy, black enameled brackets are guaranteed against breakage. Approved by Insurance Underwriters. Special Twin Bar Bumpers, 1 1/2 in. bars... shown above... for Ford, Chevrolet, Star, Overland and other light cars, reduced from \$7.95 each to only **\$6.95**. Same Model, 1 3/4 in. bars for heavier cars. Reg. \$11.90, each **\$9.20**.

### Fire Sale

One More Week—

By popular demand we are continuing these sensationally low prices on guaranteed clincher tires for one more week.

**30x3 Cl.** Regularly \$5.85  
**\$4.85** Fully Guaranteed

### Regular Twin Bar Bumper

An extra heavy and specially reinforced twin bar bumper. Bars are spring steel, oil tempered and treated. They are nickled, copper plated, nickled a second time, beautifully polished, and braced with three attractive rosettes. Will beautify any car. Brackets and reinforcements are extra heavy and durably black enameled. Guaranteed against breakage, and approved by the Insurance Underwriters. Regular Twin Bar Bumper, 1 1/2" bars for light cars. Regularly \$11.75, each **\$8.50**. With 1 3/4" bars for heavier cars. Reduced from \$15.80 each to **\$13.00**.

### The "Cruiser" Bumper

Beauty and Protection at Low Cost. The Aristocrat of them all... Bars are massive... selected carbon spring steel, oil tempered and drawn, making them tough and springy to the highest degree.

Every nickled part is first nickled then copper plated, and nickled again over the copper, to prevent rust or tarnish. Grooved stripes are neatly black enameled. The "Cruiser" is very striking in appearance and will grace the finest car.

2" bars, 5/16" thick... complete with brackets, Regu. \$26.00  
lar low price each **\$26.00**

2 1/2" bars, 3/8" thick... complete with brackets, Regu. \$28.00  
lar low price each **\$28.00**

### Wear-well Cords

Full oversize, full standard weight cord tires with tough, road-gripping treads. More mileage for less.

**30x3 Cl.** Regularly \$5.45  
Better Low Price \$4.85

**30x3 1/2 Cl.** Regularly \$6.55  
Full Oversize... Regular Low Price \$2.65

31x4 S.S. Oversize... \$10.65  
32x4 S.S. Oversize... 10.95  
33x4 S.S. Oversize... 11.65  
32x4 1/2 S.S. Oversize... 15.95

### A Tailor-made Trunk for your car

"Western Auto" offers savings on trunks of the finest construction, appearance and service. They are large, handsome and can be fastened to fit any car.

These trunks are built of 3-ply Laminex panel, covered with highest quality fabricoid. They are tipped to make them waterproof and dustproof... interiors waterproof lined, so you may safely carry your finest clothing in them.

Rounded Corners are protected by riveted leather pads. Straps are genuine leather. Extra clasps make lids rigid and tight.

#2 Trunk for "Gray" trunk rack... or Hudson Coach type [ \$19.50  
Special Essex Coach Type 22.00  
#1 Trunk for "Gray" rack or Hudson Coach type 24.50

### "Cruiser" Bumperettes

Some materials and construction as our regular "Cruiser" bumpers. Reinforcing bar connects both sides making them rigid and stronger. Beautifully finished in nickel and enamel. Worthy of the finest car.

2" twin bars, with brackets; Regular low price per pair **\$22.00**  
2 1/2" twin bars, complete; Regular low price **\$25.00**

### For Your Convenience

All "Western Auto" Stores are open Saturdays until 9 P. M.

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