

CHRYSLER HITS POPULARITY WAVE

From the moment of their introduction seven weeks ago, public interest and enthusiasm over the new Chrysler cars—the "75", the "65" and the Plymouth—have run high, says J. W. Frazer, Chrysler and Plymouth sales manager. "Even Chrysler's past experience of warm-hearted welcome of earlier models contains nothing to approach the present demonstration of public favor," he declares.

"When the cars were put on display, sales rooms were immediately crowded with buyers enthusiastic over the 'new style that re-styles all motor cars,' as the new Chrysler '75' and '65' lines and developments have been aptly termed—and 'the greatest dollar value in the lowest priced field,' as represented by Plymouth.

"But even this earlier interest, unusual though it was in size and heartiness, was exceeded as a result of more and more of the new Chryslers making their appearance on the streets. There the strong contrast of their original and distinctive lines with ordinary body fashions every section of the country are reporting new July records made for deliveries, and the prospects of exceeding even these high marks for August. For instance, in Detroit—center of the industry—Chrysler out-registered in July all save two other makes—cars of much lower average price than Chrysler. Nearly 1000 cars—a 25 per cent increase over the previous best—were registered.

"Dealers everywhere are reporting that their ability to deliver cars to owners is limited only by the factory's ability to supply cars. It is of interest, therefore, to Chrysler buyers as well as to dealers to learn that Chrysler has just set a new high record for production of 1321 cars in one day—a feat made even more remarkable when it is realized that Chrysler cars are built to a standard that insists upon quality before mere numbers, and does not permit any car to be shipped which does not measure up fully to the inflexible demands of Chrysler Standardized Quality."

When Canary Molt
Canaries renew their feathers once a year. Adults molt late in the summer. Young birds molt the juvenile body plumage after leaving the nest, but keep the first growth of wing and tail feathers for a year. Canaries are somewhat dull and stupid while molting and should be disturbed as little as possible.

Samuel Rugg, Founder Of Decatur, Was A Genius



By French Quinn

Perhaps a philosopher, philosophizing as is his want, might reason thus: "man is of few days and full of trouble," and add—"what do folks amount to anyway?" A babe is born and years are added to his little history, he dies grey bearded and 'tis as a stone cast into a placid pool, the tiny wavelets soon disappear and all is quiet again. We humbly do not subscribe to such reasoning. The quotation stated, that he might have philosophically used, meant something else altogether. Man is of some consequence.

On August 28, in the Year 1805 One hundred and twenty-three years ago, four short years before Abraham Lincoln's birth—and he was of some consequence—one Samuel L. Rugg was born. Down in Oneida county in the state of New York this event happened and then and there started something that has had a profound influence on some of us and others of us who live in the capital of Adams county, Indiana.

Samuel was a genius. He was ambitious, a worker and a student and he was most certainly one with a vision. Until 1832, Samuel did one thing and another but in 1832 Indiana claimed him as her own. Samuel had grit, individuality, persuasion and great executive ability. He could out singe the birds and talk all negation into positiveness. He was irresistible and unresisted. He had vision and his favorite sentence was, "Come on boys." He landed in Allen county, intending there to stay, but that county was to crowded. To the south of him was a stretch of territory that was without home or name or mother. That appealed to Samuel. Forthwith he waded streams, forded inland lakes, traversed the wilderness and reached Indianapolis. Indianapolis had authority those days like unto that of this day. He told those fellows there convincingly that he wanted to mother, name and inhabit certain territory and as advance information he wanted that county named Adams county. They agreed. He got his county. He journey back and marked his responsibility by length and breath and put up his stake. Now, he had a county, named to be sure but no more capital than a rabbit. Confidently he picked a spot, felt satisfied with the location. Others felt satisfied also because, you know, Samuel was satisfied. What to name the blamed thing might have puzzled some. Not Samuel however. It was easy as easy could be for him. Was he not born in 1805, that gallant year when Stephen Decatur made his brilliant exploit in far off Tripoli? Who dared he forced ahead of Stephen in heroic lore, less it be John Paul Jones? Be it remembered that Samuel in company with all of America for three decades from 1805 rated Decatur far ahead of that John Paul, ahead of Caesar, or Napoleon and felt perhaps that he rushed the "Father of his country" for first place. Samuel was a Stephen Decatur enthusiast. Decatur to him was magic word, that had power within itself. Decatur was the kind of red-blooded American that Samuel insisted on who none better had existed or would exist and whose name was a first class complete and durable synonym for everything

that was the last word in all the virtues. Samuel all along had said so. The welkin rang with the knowledge of his preference. Without the slightest hesitation then he named the baby, spanked it too, perhaps between times, for his love was of a sternness, it may be said. For eighteen long years Samuel did double duty as his county's clerk and recorder and then to some extent he weaned the youngster and branched out a little in helping Indiana find herself. He was a state senator, was the first superintendent of public instruction and did wonderful work those years. He found time to promote the Cincinnati, Richmond and Fort Wayne railroad, to promote the Decatur and Fort Wayne plank road, and be it remembered that in his generosity he gave Decatur its public building sites, whooped up anything that needed whooping up and claimed always that Decatur was right, would be right, was named right, now and forever, amen.

Samuel passed away after all this life of intense activity on the 28th day of March in the year 1871, the year of Adams county's 50th birthday. The father of the county of Adams in the state of Indiana and of its capital.

Samuel L. Rugg was a worthy man, one whom it is not only a duty but a grateful joy to honor and remember.

GOODYEAR TIRES PROVE POPULAR

"More indisputable evidence of the popularity of Goodyear tires is given in the semi-annual report of the Goodyear Tire & Rubber company, released a short time ago," said Mr. A. B. Hall of the Hall Motor Co., Goodyear dealer whose place of business is at 141 South Second street.

"In the face of greatly reduced prices for the entire line of Goodyear tires and other difficulties under which the company operated by reason of the drastic decline in crude rubber value incident to the lifting of restriction on rubber exportation from the British producing area in the Far East—a decline of from 41 cents in January to 19 cents at June 30—net sales reached \$125,777,548, an increase of \$7,533,317 over the same period last year.

"The volume of business done by the company from January to June was the greatest for any six months period in its history and the full import of the statement is not realized at first glance, because the quantity of product sold was greater than in

indicated by the increase in dollar sales, because of lower selling prices prevailing this year.

"All of the company's plants, including the newly established plants in England and Australia, have been required to operate close to capacity to supply the public demand for Goodyear products.

"This demand has gained considerable impetus over the past several months as motorists were advised that they could buy the world's greatest tire for less money than they have ever cost—meaning that they are now getting greater tire value than ever before.

"The strong position of the company, as reflected in this statement, is of course a source of satisfaction to our company which handles the complete Goodyear line. It is evidence that the great army of motorists the world over appreciates the great wearing and other outstanding qualities of Goodyear tires."

Early Use of Coal

Coal was known to the ancient Britons. It was an article of household consumption during the Anglo-Saxon period as early as 852 A. D. England was probably the first country in which coal was used in any considerable quantities.

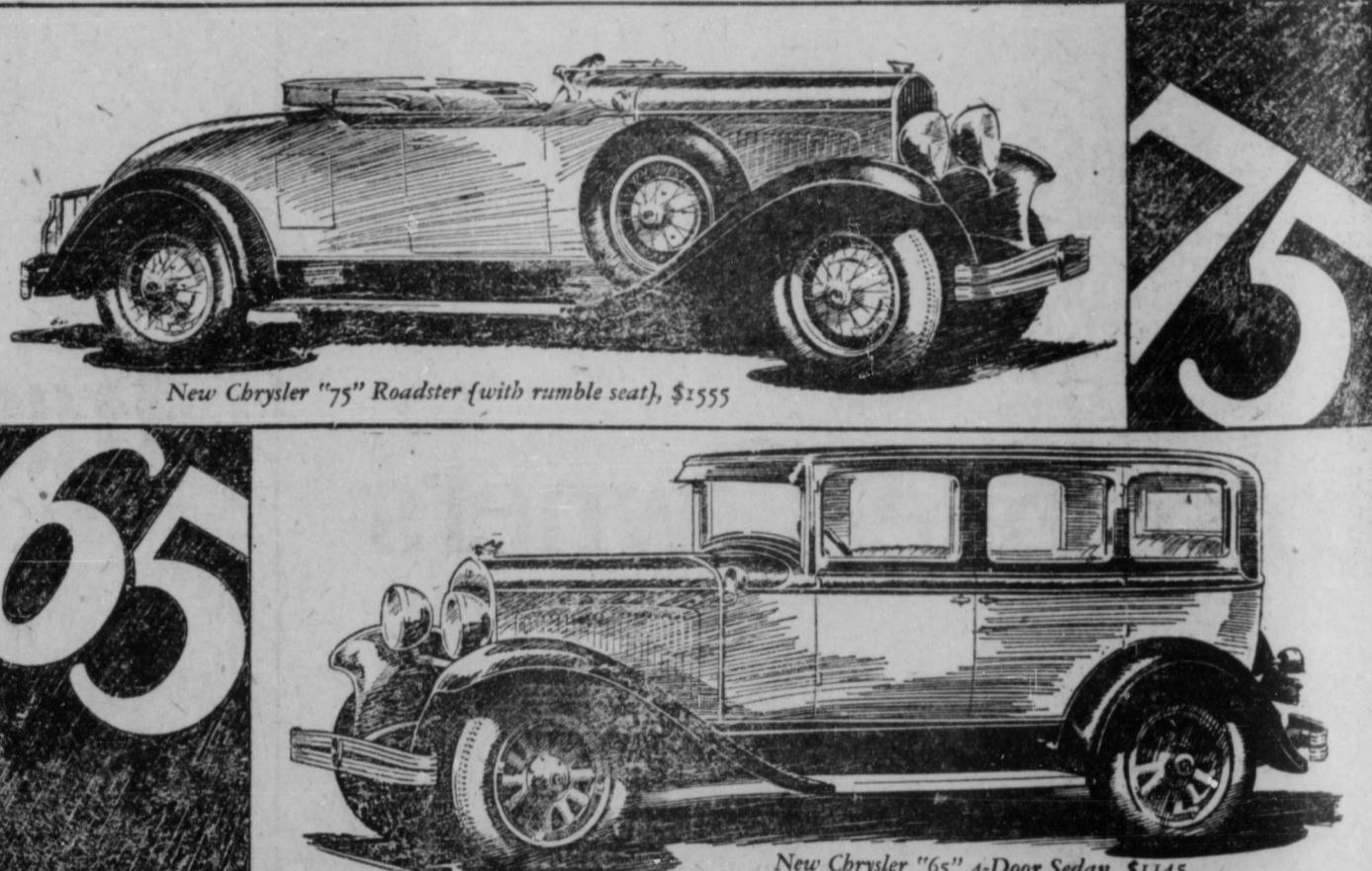
Welcome Home, "Old Timers"

The city is yours! We want you to enjoy every minute of your week with us. But before you leave we ask you to call and inspect our fine new cars at the

AUTO SHOW

CHRYSLER

Presents entirely new style creations in the fine car field



New Chrysler "75" Roadster (with rumble seat), \$1555

New Chrysler "65" 4-Door Sedan, \$1145

Welcome, Visitors!

Meet Our Service Triplets . . .



Introducing I. Repairem, I. Greasem, and I. Washem— at your service every hour of the day in this garage. Do they "know their stuff"? And HOW! Say, they'll make that car of yours look and run so snappy you won't think it's the same bus you drove in.

We handle a complete line of Firestone and Star Tires and Tubes. Also the home of the Vesta Battery. Gas, Oils and Greases.

DAY AND NIGHT STORAGE
AUTO WRECKAGE SERVICE

R. N. Runyon Garage
South First Street

A.A.A. Service

THESE two entirely new Chrysler Sixes—the "75" and the "65"—are deliberately designed and executed to inspire public admiration to such a pitch that they will immediately supersede all that has gone before and usher into existence an entirely new motoring vogue.

Striking new standards of beauty have been created in these new Chrysler Sixes, even when the artistry of a great industry has seemed to be at its height.

The wholly new Chrysler style creations, now shown for the first time, represent unusual

advances over even Chrysler power, speed and efficiency.

We believe that, at their new low prices, they demonstrate that Chrysler engineering, research and manufacturing again have greatly increased the buying power of the dollar when invested in motor cars.

We are confident that all who are even remotely interested in the progress of motor car artistry will find themselves amply repaid by their immediate inspection of these two new Chrysler style achievements.

New Chrysler "75" Prices—Royal Sedan, \$1535; 2-passenger Coupe (with rumble seat), \$1535; Roadster (with rumble seat), \$1555; Town Sedan, \$1655 (wire wheels extra). All prices f. o. b. Detroit.

New Chrysler "65" Prices—Business Coupe, \$1040; Roadster, \$1065; 2-door Sedan, \$1065; Touring Car, \$1075; 4-door Sedan, \$1145; Coupe (with rumble seat), \$1145. All prices f. o. b. Detroit.

W. H. Dettinger
CORNER MONROE AND THIRD STREETS

DECATUR