

These trailers are the most convenient camping arrangements that anyone could want. They are equipped with pneumatic tires and are capable of a speed of forty miles an hour. When on the road they are covered over with a tarpaulin that is dust and rain proof. When the stopping place is reached they may be converted into camping quarters in less than ten minutes. This conversion takes place in the following way:

First the two large bed-frames that close in the top of the trailer are opened out on either side and propped in place by means of attached uprights. They are each large enough to form a double bed. Then the framework of the tent is set up. This consists of three-sided rectangular frames of ash forming the ridgepole and the side-supports, which slant upwards from the body of the trailer. Then the tent, which is a double-filled, army khaki duck affair, is drawn over them and fitted into place.

Between the beds, on the floor of the trailer, there is room enough to set up a folding table on which meals may be served. Compartments to serve as ice-box and "pantry" are also provided.

The fact that several firms have recently taken up the manufacture of camping trailers is proof of their

increasing popularity. Among these firms are The Cozy Camp and Auto Trailer Co., The Auto-Kamp Equipment Co., The Warner Manufacturing Co., and The Shattuck Trailer Co.

Another type of outfit consists of a camping body attached to a stock car chassis. Unfortunately so few men feel justified in purchasing a cruiser of this kind that there are only one or two of them on the market. The body that Mr. H. B. Joy, President of the Packard Motor Co., has designed and built for his own use shows how much may be expected of a car of this sort. Two men could live in it indefinitely, driving continuously and only stopping for supplies. An alcohol fuel tank that feeds the stove, a fireless cooker and electric lights are some of the conveniences. Mr. Joy's outfit is as solid as a Pullman car and almost as comfortable.

It is safe to prophesy that in the near future some enterprising body-builder will make camping models a part of his regular product. As soon as people realize how many good roads there are and how much pleasure there is in a trip of this kind there will be a big demand for them. The main drawback is that it is hard to design one for more than two people.

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The camp trailer is the newest thing in the automobile accessory world. It can be either a burden-bearer or living quarters on wheels. The one shown is manufactured by the Auto-Kamp Equipment Co.

One of the forerunners of this type is the camping body especially adapted for Ford cars that Mr. Gustave de Bretteville makes. He has utilized his space with a great deal of ingenuity. His touring apartment will accommodate two people and consists of a rectangular, box-like compartment with rounding sides and top that is mounted over the rear wheels, displacing the tonneau. In the daytime, the interior contains two cabinets, one for cooking utensils, stove, and food; the other fitted with drawers, for clothing. There is a large door on each side, opening outwards and down. At night the two cabinets are pulled out through these doors, leaving the interior open for sleeping purposes. A special heater attached to the exhaust performs the double service of heating the compartment and providing hot water. A shower-bath attachment may be added.

Touring tents have the double advantage of covering both you and your car. They fit over your hood and extend out on the side far enough to form a good sized shelter. The Des Moines Tent and Awning Co. makes a tent of this kind that rolls up into a bundle twenty-four inches long by twelve in diameter and weighs only twenty-five pounds. This sort of equipment really answers every purpose.

For those who prefer to "travel light" there are various sorts of sleeping arrangements on the market. The L. F. Schilling Co. is offering an outfit that is a vest pocket edition of the touring tent idea. It consists of a collapsible bed with mattress, blankets, etc., so attached to the running board that it lies snugly packed away when traveling during the day, and when set up for the night extends outwards from the car

under a shelter of its own. It is supported by the running board and two uprights and is completely enclosed by the khaki that drapes down over it from the roof of the car. This arrangement allows the use of the tonneau as a dressing room.

One of the cheapest and lightest sleeping outfits is the McMillan Auto-Bed, which weighs thirteen pounds. It swings directly beneath the top of your car, hammock-like. It holds two people comfortably and will bear any reasonable weight. The materials used in its construction are small iron rods and a heavy ten-ounce canvas sling strongly bound with rope on which you place a mattress or your seat cushions. The bed is attached to the hood-framework by means of hooks and screw-eyes.

To the man who does not like to dress for dinner the auto camping outfit offers a haven of relief during at least two weeks of the year. It does away with the necessity of planning your trips according to the hotels that you have heard recommended. Instead of that your touring schedule is subject to change without notice and you can follow up any highways or byways that strike your fancy.



A New Southern Playground

A NEW camping ground has been thrown open to the public recently through Uncle Sam's purchase of more than 50,000 acres of forest land in northwestern Carolina, largely from the estate of the late G. W. Vanderbilt. The territory is the latest addition to our National Forest Reserves. It contains portions of the



The Southern Mountains have a New Forest Reserve playground for those who like high peaks and virgin forests. The photograph shows a view of the Reserve from Mt. Mitchell, the highest peak east of the Rockies