

AUTO SECTION

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MOTOR MONARCHS MAKE THEIR BOWS

Greatest Development Is Refinement In Beauty
and Comfort

By Paul Harrison
NEA Service Writer.

NEW YORK, Jan. 19.—Twenty-seven years ago, when the first automobile show in the world was held at old Madison Square Garden, engineers looked at the carriages that should not have been horseless and said, "We've got a long way to go."

With the opening of New York's 1927 motor show, engineers surveyed the rows of motorized monarchs that have all but banished the horse, and said: "We're almost there!"

For, in the past year, there have been few developments in the au-



tomotive world. In fact, about the latest things on motor cars are the payments.

Not that individual makes have not changed. But each manufacturer's "new idea" seems to be only an adaptation of some other manufacturer's old idea that proved impracticable for his type of car.

Nevertheless, it's the greatest show on earth. At least it is the largest exhibition of the world's greatest industry. There are 397—count them—passenger cars and trucks. There are 4,562—don't try to count them—accessories. When there's a motor car for every purpose and purpose there still will be new accessories for every motor car.

There lie the greatest changes of the past year—in accoutrements and refinements of line. Riding comfort, ease of handling, beauty, and conveniences that show up so slightly and cost so much are being stressed above all else. Manufacturers quite frankly are catering to feminine taste. They know full well that the car with seven vanity cases will sell better than the car with seven main bearings.

Mrs. Prospect makes the decision; Mr. Prospect makes the payments. It's a short haul from matrimony to martyrdom.

Now about all that mysterious mechanism under the hood. It's just as complicated as ever, for while some parts have been simplified, new motor accessories have been added. There are oil, gas and air strainers, humidifiers, intensifiers, new manifolds, harmonic balancers and whatever else one can think of.

Crankshafts are larger; piston displacement is smaller. European manufacturers and our builders of racing cars have been blazing trails in passenger car construction, for small, high-speed, high-compression motors are growing in favor.

The L-head motor, an old idea of recent development, appears in several of the medium-priced makes. A really new idea, found on one of the highway greyhounds, is a cam-shaft that operates directly—with no tappets, rockers or push-rods. It extends along the cylinder head and the cams rotate on the tops of the valves.

In transmission of power there are two new developments for passenger cars. One is the 4-speed gear shift, long used on trucks and busses. By next March it will be standard equipment on three 5-cylinder models of a popular make. Advantages are that it allows easier handling in traffic, less abuse of the motor, lower fuel consumption and greater speed on easy pulls.

The other new departure in transmission is a worm drive on the rear axle. This, too, has been used on trucks, but only because



of the ratio-reducing quality. In the passenger car, however, it permits a much smaller differential housing and consequently a lowering of the entire car. Two makes adopting it have greatly lowered the center of gravity without decreasing clearance.

But regardless of worm-driven transmissions, nearly all 1927 models are smuggling closer to the ground. Motor cars have taken a long time to get away from the pompous perpendicularity of the hansom cab. Some of the European types now are only 67 inches in height.

Last year, four out of every five automobiles sold were closed models. But the motoring public tired of confinement in glass cases and seized with eagerness upon the first convertible style that was offered. Now many manufacturers are building the closed two and four-passenger cars so that the top may be folded back and the sides lowered.

Bodies and motors, as well as

passengers themselves, will be benefited by the attention paid to shock and vibration absorption. Some motors are mounted on rubber cushions to prevent transmission of vibration to the frame. Longer and more flexible springs aid in correcting unpleasant motions.

Four-wheel brakes are found on several of the smaller cars which heretofore have not been considered heavy enough to need them. Small wheel diameters and larger brake drums also give more positive action. The vacuum-operated brakes require only a touch of the pedal.

Lighting still remains a problem. Dimming lights is recognized as a dangerous expedient because the eyes of the driver do not adjust themselves quickly enough to the sudden change in intensity. A new type of headlamp at the show is large in diameter and flattened in to a wide hydrobole.

Radiator ornaments take the form of anything from a miniature lighthouse to a nickel-plated young lady dashing somewhere for her clothes.

Probably every model in the

show this year boasts some refinement in body styles, but few of these changes are evident. Lines are just a bit smoother, hoods a little higher, tops a bit lower. One



fabric body has attracted attention, both for its unusual appearance and lightness of weight.

Colors are a riot. Plain black among the show cars is an exception. Designers, approaching a mechanical millennium, gleefully discovered new chromatic possibilities. The result is a phantasmagoria of oriole red, Egyptian red, burning bush orange, cool brown, channel green, mallard green, ocean blue, blue-jay blue—and so on around the spectrum.

Standardization, competition and imitation have ruined individuality in the automotive world. But those same three forces have made every car a good car.

ROSEBURG BOY HAS CLOSE CALL IN AUTO WRECK, CORVALLIS

OREGON AGRICULTURAL COLLEGE, CORVALLIS, Jan. 19.—Burt, sophomore in engineering of Roseburg escaped serious injury Saturday morning when the car that he was driving collided with that of Martha Pocklington, freshman in vocational education. Although the car driven by Burt turned completely over, he was unhurt except for minor cuts and bruises. Miss Pocklington was reported yesterday to be recovering from cuts about the head sustained when she was thrown against the windshield.

Miss Pocklington was traveling west on the campus road between the commerce and dairy buildings and Burt was going south on twenty-third street. According to the drivers, neither saw the other as both had side curtains on their cars. The Ford roadster driven by Burt struck the right fender of Miss Pocklington's car, also a Ford, and threw it completely around on the grass in front of the home economics building, breaking a wheel and doing other damage. The other car, owned by Clair Peppard, senior in vocational education, was practically demolished.

OLYMPIA, Wash.—French markets were well supplied with horse meat recently when a steamer from Portland carried a thousand tons of the fresh meat to Cherbourg. The meat is turned out by a Columbia river horse packing plant.

ROSEBURG STUDENT CHAIRMAN OF FINANCE FOR BIG DANCE

UNIVERSITY OF OREGON, Eugene, Jan. 19 (Special)—Phil Bergh, of Roseburg, has been appointed chairman of finance for the annual Senior Ball, which will be given February 19. Edgar Wrightman, chairman, has announced the ball, which will be given this year for the third time, is one of the four college dances sponsored by the cases. The Frosh Glee and the Sophomore Informal have already taken place and the Junior Prom is an event of the spring term.

Other committees are decorations, feature, music, refreshments, tickets, patronage, floor, construction and publicity.

SMITH TO PRESENT HIS CREDENTIALS TOMORROW

WASHINGTON, Jan. 18.—After his arrival here today from Chicago Frank L. Smith, senator designate from Illinois, decided to defer until tomorrow the presentation to the senate of his credentials as successor to the late Senator William B. McKinley.

The Democratic move to force action on their \$335,000,000 tax reduction bill is inflated some time next week, Representative Garrett of Tennessee, minority house leader, said today.

TEMBLOR ROCKS JAPAN

TOKYO, Jan. 18.—A sharp earthquake was felt here early today. It was more severe at Sendai, north here, and other places in the northern part of Honshu Island on which Tokyo is located. Clocks were stopped and some old walls fell, but there were no casualties and no material damage. The imperial observatory reported the shock was centered at sea.

Interesting Items About Women In Various Countries Of Europe

(Associated Press Leased Wire.)
Bows to Shingle Again
LONDON—Princess Arthur of Connaught has had her hair shingled again, after allowing it to grow several months.

With the exception of Lady Carisbrooke, sister-in-law of the Queen of Spain, she is the only member of the Royal Family who had recently given the shingle royal favor. Her husband Prince Arthur, is said to approve of it, although the King and Queen are known to look with disfavor on modern "crops."

The Princess first had her hair shingled in South Africa several years ago when her husband was Governor-General.

Noted for Their Poise
SAIGON, French Indo-China—The tallest, slimmest and most stately Asiatic women observable by a traveler in the Far East, are to be found in this beautiful city of wide streets and semi-tropical verdure.

Dressed in the simple, black, tight-fitting native costume with hoods covering the neck and shoulders, long sleeves and with skirt nearly to the ankles, these women are notable for their erectness of their carriage and their free easy stride in walking, in striking contrast with the lack of grace in others of the Asiatic peoples.

The arms are carried straight from the shoulder and swing slightly free of the hips, and together with the proud carriage of the head, gives an uncommon air of haughtiness and self confidence.

Would Remove War Guilt

MOTOR VEHICLES IN UNITED STATES OVER 22,000,000

22,273,643 motor vehicles were registered in the United States during 1926, according to the annual statistical review of the motor car industry by The B. F. Goodrich Rubber company. Their report shows an increase of 2,044,618 over 1925 when 20,229,025 motor vehicles were registered. The percentage of new motorists was not as great as it was during the previous year.

The estimated total of passenger cars and trucks manufactured during the year past amounts to 4,497,390. This figure shows an increase of 397,390 over 1925. The 1926 production added to the total registration in 1925 gives a figure 2,452,772 higher than the actual registration during 1926. This would indicate that 2,452,772 motor vehicles were discarded or put out of running condition in the preceding 12 months.

The mortality of motor vehicles was 23 per cent higher in 1926, but this does not change to any appreciable extent the average of motor car life, which still runs between 7 and 8 years. This is a significant of the high standard of quality that is being maintained by the manufacturers of motor vehicles.

For the first time in the history of the motor car industry registrations fell off in two states. South Dakota and Utah registrations for 1926 were under the figures given for 1925. Another new state, however, joins the million-or-better class. Texas is the seventh state to go over the million mark in registrations.

New York retains its lead with 1,792,091 motor vehicles an increase of 9.8 per cent over 1925. California's percentage of increase was higher than New York's and it follows New York in rank. Ohio jumped from 4th place in 1925 to 3rd place in 1926 with 1,510,000. Pennsylvania's registration in 1926 was 67,000 higher than that of Ohio, but in 1925 Ohio passed Pennsylvania with a 16.2 per cent gain, while Pennsylvania's is only 8.5 per cent.

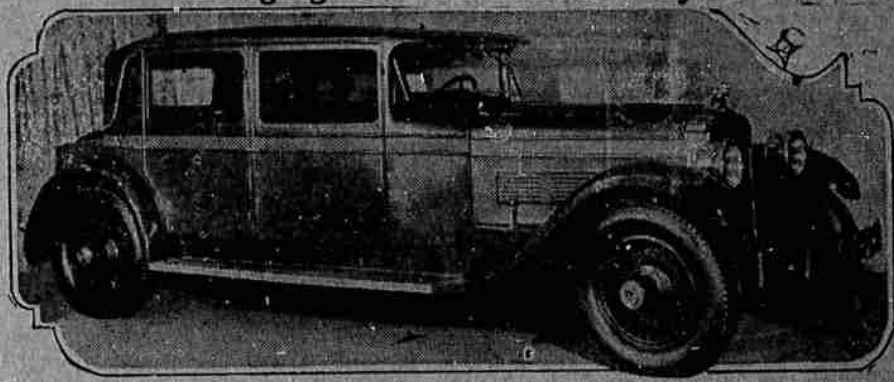
Florida made the highest per cent gain of any state. Its increase was 31.5 per cent over 1925. Florida's nearest competitor was Maine with a 22.3 per cent gain. Florida's 1926 registration shows a motor vehicle for every 2.2 persons, the highest of any state showing. California shows a car for every 2.4 persons.

Taking the registration total and dividing it into the estimated 1926 census totals for the United States shows that there is one motor vehicle for every five inhabitants.

Dividing the square mile area of the country into the registration figure shows a little better than 7 motor cars to every square mile. The automobile industry ranks first in rank among all business enterprises, based on the value of its finished products. The estimated wholesale value of the products of the motor vehicle and allied industries approximates four and a half billion dollars.

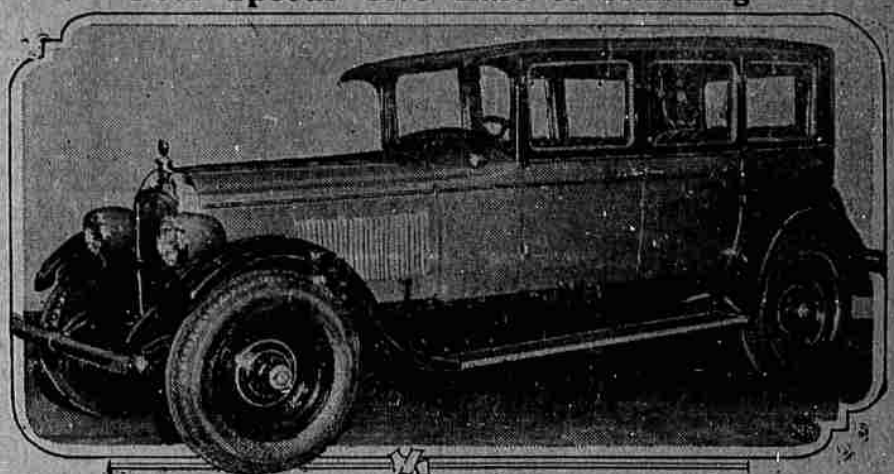
A continuation of conservative

Bringing Out The Fiber Body



Three new developments are to be found on the Stutz this year. A worm drive in the differential allows a smaller housing and a lowering of the entire car. The model shown has a fiber body, rattie-proof, light and strong as steel. Another feature is the direct-action cam shaft which operates without push-rods, rockers or tappets.

Four Speeds Give Ease of Handling



Years ago, the four-speed transmission was introduced on some of the lumbering old road kings. It has been used ever since on trucks and busses, but the new Paige 8, shown here, is the first of the ultra-modern passenger cars to adopt it. Easier control in traffic, and higher speed with less engine effort are secured. The new transmission, made by the Warner Gear Company, will be standard equipment on three of the 8-cylinder models by next March.

policies by manufacturers in establishing production schedules will insure another satisfactory year for the automotive industry even though the total volume of sales of both complete units and accessories may be slightly lower than in 1926.

Fundamental business factors are sound. The use of the motor vehicle as a medium of transportation is on the increase with more buses and more trucks going into use every day. Over a half million miles of surfaced highways forms a veritable network of motor transportation lines over the country and nearly nine billions of gallons of gasoline were consumed by U. S. motor cars in 1926.

INDIAN GOES TO TRIAL FOR MURDER IN FEDERAL COURT

(Associated Press Leased Wire.)

PORTLAND, Ore., Jan. 18.—Indians, cowboys, peace officers and citizens of the ranges were in federal court today at the trial of Guy Seonchin, a Klamath Indian, who faces a charge of first degree murder. He is charged with having shot and killed McClellan, William, November 21, in a drunken brawl near Beatty, on the Klamath reservation.

The widow, daughter and sister of William occupied a front seat

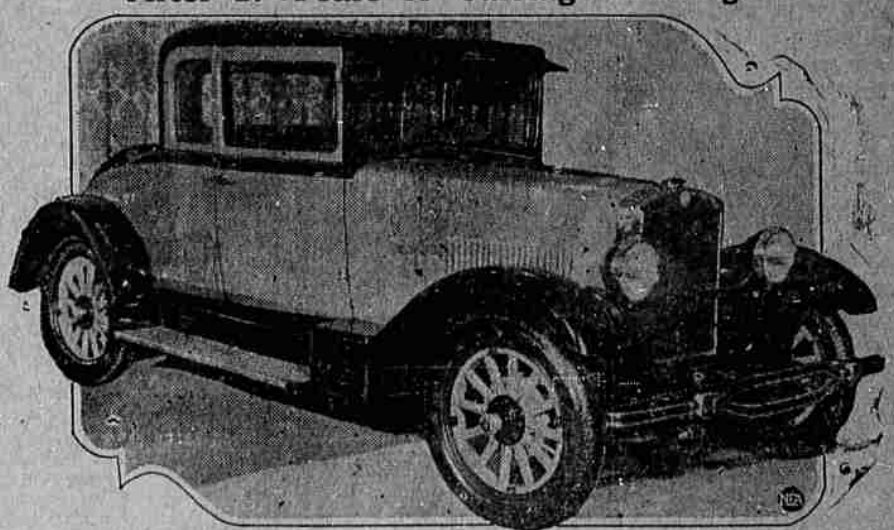
In the court room when the trial started.

The prisoner sat stoical with his counsel, J. Hawkins Napier and W. P. Meyers of Klamath Falls. He watched the examination of the jurors very keenly, but his facial expression rarely changed. Deputy U. S. Marshal Cal C. Wells sat near the prisoner.

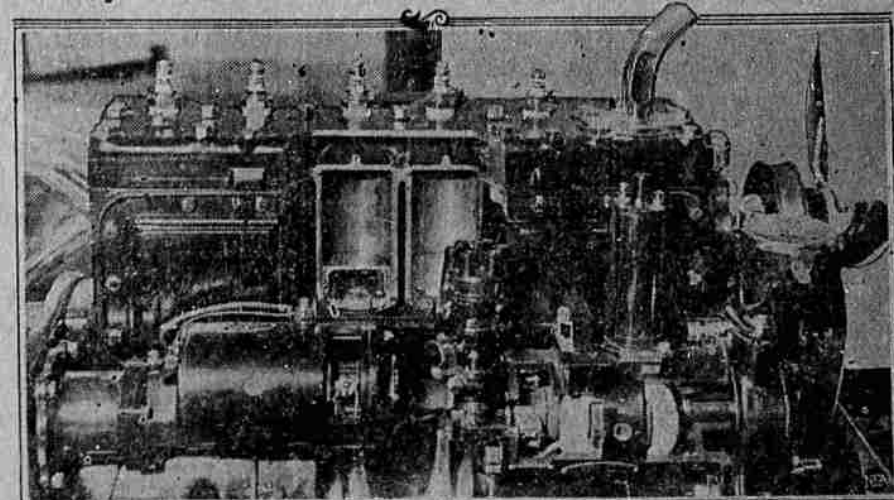
The prosecution is being conducted by United States District Attorney George Neuner and Assistant Federal Attorney Joseph O. Stearns, Jr. United States Circuit Judge Rudkin of San Francisco is presiding.

Cement coated nails for brooder crates at Metzgers.

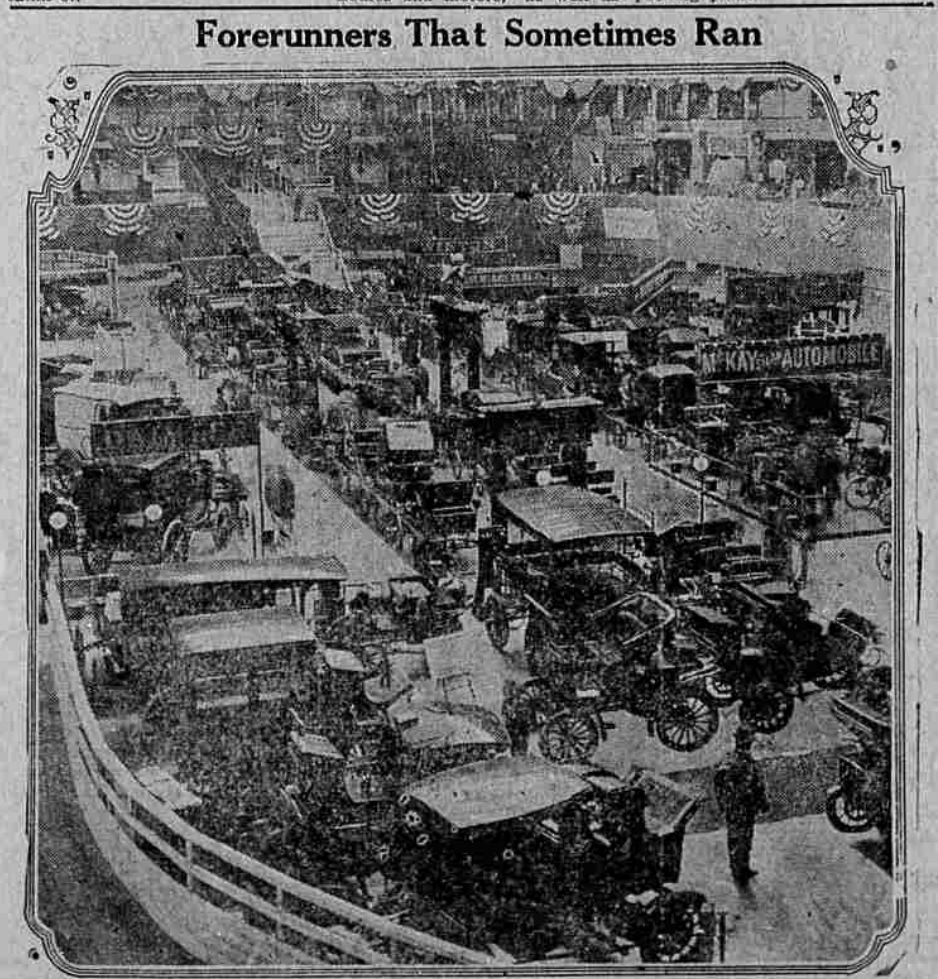
After 27 Years of Carriage Building.



Studebaker celebrates its seventy-fifth anniversary—wagon and motor—with the American introduction of the Erskine 6, a European type of light, high powered car. The all-steel bodies are designed by Dietrich and include a custom sedan for five, a custom coupe for four, a business coupe for two and a five-passenger touring. Closed models have unusually low top lines, the model shown being only 67 1/2 inches in height.



Here's a close-up of the power plant of the Erskine 6, the "cut-away" showing the small piston displacement. It is an L-head type of motor, very popular at the show this year, with a 2 1/2 inch bore, a 4 1/2 inch stroke and a total displacement of 146.1 cubic inches. It develops 40 horsepower at 3200 revolutions per minute.



Here's a glimpse of the first automobile show ever held in the world. It was in old Madison Square Garden, New York City, just 27 years ago. Those were the days when old Dobbin, still going strong after 20,000 miles indulged in a horse-laugh every time he passed one of the outlandish contraptions. Note the walled track that encircles the arena. There each model was taken to demonstrate that it actually would run. Spectators, of course, were safely ensconced in the balconies.