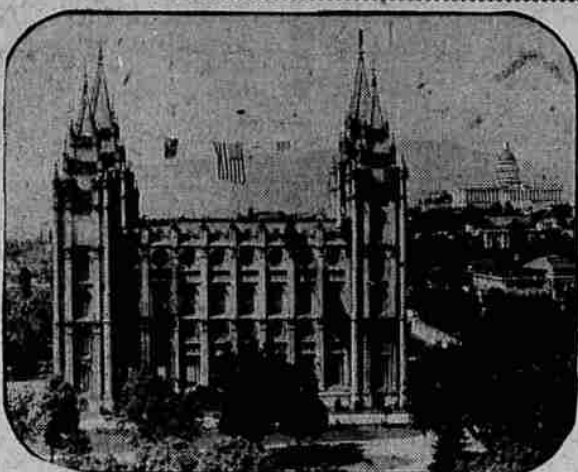


Annual Caravan to Visit National Parks



Typical of the great middle west are the two scenes pictured here, along the route to be taken by caravan from Battle Creek to Salt Lake City. At the farthest end of this route is the Great Temple, shown at the right, one of the world's greatest pieces of architecture. At the left is the famous Devil's Tower, near Sundance, Wyoming—a huge ledge of rock, rearing itself like a monstrous tree stump into the sky.

By NEA-Service.
BATTLE CREEK, Mich., May 11.—Again a caravan of tourists is preparing to line up at Battle Creek for its annual trip across America under the supervision of James H. Brown, the veteran motorist.
This is the annual caravan of the Michigan Automobile Tours, confined to about fifty motorists and prepared well in advance for a successful outing. The tour this year will be started July 26. Another into the south may be taken in September.
This year, Brown will lead a month's journey straight west to Yellowstone Park, then south to Salt Lake City. It will be a leisurely, pleasant trip, with frequent day stops and night camps on the outskirts of towns. Participants in the tour take their own camping outfit, some even piling them into trailers for convenience and comfort.
Good Road All Way
The route taken by Brown and his caravan, and the sights along the way, are so highly attractive that they are sought by many outside the chosen few and throughout the year. This year it follows improved pavement out of Battle Creek, all along the way to Salt Lake City. It passes along Lake Michigan and across Illinois to the great grain fields of Iowa and the even larger wheat areas of South Dakota, over the ranches of Wyoming into the area of national parks, monuments and reservations.
From Battle Creek the trail leads to St. Joseph on Lake Michigan and on around through Michigan City and Gary to Chicago. Thence it proceeds to Elgin and across through Rockford over wonderful roads to Dubuque. Here the route turns southwest to Cedar Rapids and on to Des Moines, where it again turns north and then west through Ft. Dodge, Storm Lake and Sioux Falls.
The Custer Battlefield Highway is followed down west across southern South Dakota and past the Black Hills national forest, where the monuments of pioneer days begin to reveal themselves.
A little past Sundance, Wyoming, the tourist passes the famous and picturesque Devil's Tower, giganticly piercing the sky. The Custer Battlefield Highway takes him on through Gillette and Sheridan to the battlefield itself, where the famous pioneer is said to have made his last stand.
As the caravan strikes Billings, it turns south and west again, passing Cody and entering Yellowstone Park by the east gate. Four days will be spent in this scenic wonder, under the guidance of a national forester. Then the tour will be continued from the west gate of the park, southward to Salt Lake City by one of the finest roads in the west.
For the caravan, this will be a month's journey. But any tourist can make the entire trip in three weeks, including the return home.
A caravan necessarily has to move as slow as the slowest machine in the group. With this handicap removed there is greater opportunity for speeding up the journey, especially across Indiana, Illinois and Iowa, where the roads are fine.
The progressive system of traffic control by stop and go lights, instead of the synchronized method, has speeded up Chicago traffic 30 per cent and has reduced accidents 25 per cent.
The traffic light bug has struck the country so intensely that it's beginning to prove a menace, says Leslie Sorenson, Chicago traffic engineer. Signal lights and traffic zones, he says, should be limited to congested districts.

NEW STATE TRAFFIC LAW WHICH BECOMES EFFECTIVE JUNE 1 MAKES CHANGE IN SPEED LIMIT

Maximum on Highways Raised From Thirty Miles per Hour to Thirty-Five Miles per Hour—Limit of Fifteen Miles Provided Wherever View Is Obstructed.

RULES AND REGULATIONS FROM NEW STATE TRAFFIC CODE EFFECTIVE JUNE 1

Horn signal required on sharp curves.
Coasting down grade with gears in neutral prohibited.
Races and speed contests on highway barred and advertising of speed records on highways prohibited.
Speed limit of 15 miles per hour fixed at railroad crossings when view is obstructed.
Speed limit of 15 miles per hour in passing schools provided, also at obstructed intersections, curves, grades and cross roads.
Speed limit placed at 20 miles per hour in cities and towns and public parks.
Speed limit on highways placed at 35 miles per hour. Reckless driving defined.

EDITOR'S NOTE—At the last session of the legislature an entirely new traffic code was adopted to regulate automobile traffic within the state. The law becomes effective June 1. The following is one of a series of articles containing the text of the new law with which motorists should familiarize themselves. It is recommended that these articles be clipped and preserved in order that reference may be made to the provisions of the new law. One of these articles will appear each Wednesday.

14. (a) The driver of a motor vehicle traversing defiles, canyons or mountain highways shall hold such motor vehicle under control and as near the right-hand side of the highway as reasonably possible and upon approaching any curve where the view is obstructed within a distance of two hundred feet along the highway shall give audible warning with a horn or other warning device.
(b) The driver of a motor vehicle when traveling upon a down grade upon any highway shall not coast with the gears on such vehicle in neutral.
15. No race or contest for speed shall be held upon any road, street or highway in this state. It shall be unlawful for a manufacturer, dealer, distributor or any person, firm or corporation, to publish or advertise, or to offer for publication or advertisement, or to consent or be a party to the publication or advertisement of the time consumed or speed attained by a motor vehicle between fixed points or over given or designated distances, upon the public highways of this state, where such time or speed would indicate or show a violation of the speed allowed under the provisions of this act.

16. (a) Any person driving a vehicle on a highway shall drive the same at a careful and prudent speed not greater than is reasonable and proper, having due regard to the traffic, surface and width of the highway and of any other conditions then existing, and no person shall drive any vehicle upon a highway at such speed as to endanger the life, limb or property of any person.
(b) Subject to the provisions of subdivision (a) of this section and except in those instances where a lower speed is specified in this act, it shall be lawful for the driver of a vehicle to drive the same at a speed not exceeding the following, but in any case when such speed would be unsafe it shall not be lawful:
(1) Fifteen miles an hour when approaching within fifty feet of a grade crossing of any highway, electric or street railway when the driver's view is obstructed. A driver's view shall be deemed to be obstructed when at any time during the last two hundred feet of his approach to such crossing he does not have a clear and uninterrupted view of such railway crossing and of any traffic on such railway for a distance of four hundred feet in each direction from such crossing;
(2) Fifteen miles an hour when passing a school during school recess or while children are going to or leaving school during opening or closing hours;
(3) Fifteen miles an hour when approaching within fifty feet and in traversing an intersection of highways when the driver's view

is obstructed. A driver's view shall be deemed to be obstructed when at any time during the last fifty feet of his approach to such intersection he does not have a clear and uninterrupted view of the traffic upon all of the highways entering such intersection for a distance of two hundred feet from such intersection;
(4) Fifteen miles an hour in traversing or going around curves or traversing a grade upon a highway when the driver's view is obstructed within a distance of one hundred feet along such highway in the direction in which he is proceeding;
(5) Twenty miles an hour within the limits of incorporated cities and towns;

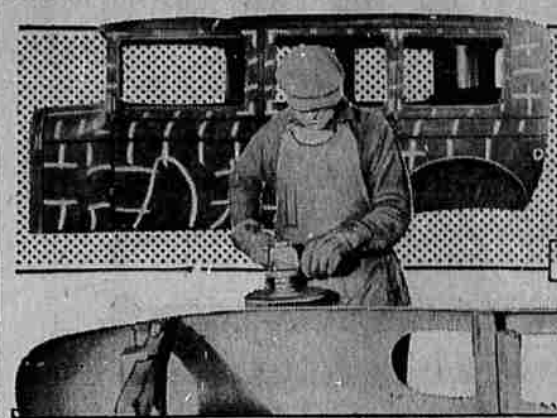
(6) Twenty miles an hour within public parks unless a different speed is fixed by local authorities and duly posted;
(7) Thirty-five miles an hour under all other conditions.

(c) Local authorities are hereby authorized in their discretion to increase the speed which shall be lawful upon through highways at the entrances to which vehicles are by ordinance of such local authorities required to stop before entering or crossing such through highways. Local authorities shall place and maintain upon all through highways upon which the permissible speed is increased adequate signs giving notice of such special regulations and shall also place and maintain upon each and every highway intersecting any said through highway, appropriate stop signs.

(d) The speed limitations set forth in this act shall not apply to vehicles when operated with due regard for safety under the direction of the police, sheriff or traffic officer in the chase or apprehension of violators of the law or of persons charged with or suspected of any such violation, nor to fire department or fire patrol vehicles when traveling in response to a fire alarm, nor to public or private ambulances when traveling in emergencies. This exemption shall not, however, protect the driver of any such vehicle from the consequences of a reckless disregard of the safety of others.
17. Local authorities may regulate the speed of vehicles in public parks and shall erect at all entrances to such parks adequate signs giving notice of any such special speed regulations.

18. (a) No vehicle shall be moved, run or operated on the roads, streets or highways of this state by any person unable to control and properly operate the same with due regard to the safety of the public and other vehicles; provided, that in all cases any person in a state of intoxication or under the influence of narcotic drugs is deemed conclusively to be unable to control and operate the same.
(b) No person shall drive any vehicle upon a highway carelessly and heedlessly in wilful or wanton disregard of the rights or safety of others, nor without due caution and circumspection and or at a speed or in a manner so as to endanger or be likely to endanger any person or property.

Huge Presses Shape Bodies Like Toys



The fine and even chalk marks on the car body, shown here, tell how perfectly smooth it must be before it gets its first coat of paint. Buffing, shown in the lower view, is part of smoothing the body to a glasslike surface.

This is the eighth of a series of articles on "How the Modern Automobile is Made."

BY ISRAEL KLEIN

Science Editor, NEA Service

From thin sheets of steel come the parts that make up the enclosed bodies of today.

One man can handle each sheet, that huge overhead cranes and sturdy conveyors are required to transfer a batch of these from one department to another.

Once started in the process of manufacture, the body becomes one of the simplest operations in the entire automotive construction. Huge and powerful presses stamp out radiator shells, fenders, doors and windows from these sheets of steel, just as so many simple tin toys.

Each press has a set of die forms, one fitting nicely into the other, with only the thickness of the sheet steel separating them. These mighty dies, like jaws, come together against the sheet steel and produce the intricate fender, the door or other part of the body, each with its peculiar convolutions and designs.

Every part of the body is pressed steel, the only exceptions being

in a bath of sulphuric acid, alcohol and water, and dried by passing through a hot oven, to keep all possible dust particles off.

Those parts like the radiator shell, door handles and inside metal trim, which get coatings of nickel, go through a copper electroplating process. They are buffed, polished down and then nickel plated, going through a second buffing operation before being finished.

Chromium Replaces Nickel

A new process of chromium plating is coming into use. Chromium is the next hardest metal on earth. It is rustless and extremely durable.

A chemical process has been found by which this metal can be used for coating parts like radiator shells, which are constantly exposed to the weather. It keeps polished indefinitely, besides preventing rust.

The rest of the body goes through a washing and drying process, similar to that of the fenders, before even the first coat of primer is put on. This is a very quick-drying paint, which is sprayed on and then baked into the steel after three coats have been applied.

The primer acts as a filler, which smooths the steel structure of the body. After it is applied, the body is rubbed down thoroughly with wet pumice and all the remaining irregularities, the cracks and crevices, are filled in by hand with a gray putty.

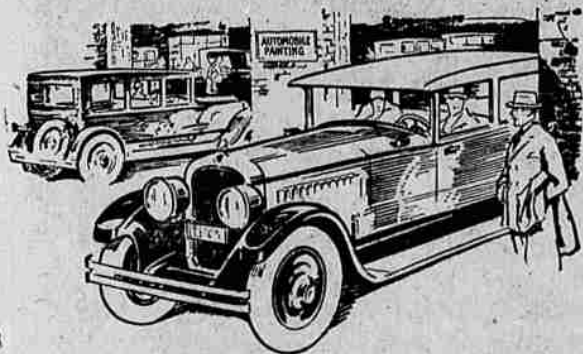
Before this primer coated body gets its first coat of color, it goes through right inspection. The body must be so smooth that chalk marks made on it will show even and fine, without a single gap to reveal an irregularity.

The body is then washed down and polished thoroughly, dried and prepared for the color process.

Today this is done in quick succession, one coat of quick drying lacquer, being sprayed almost immediately over the former, with the intervention only of a good rubbing. The paint dries almost under the spray gun.

NEXT WEEK—How finished cars are run through grueling tests to improve future products.

Can You Imagine A Finish Like This?



DRIVE your car all day in a blistering sun, take a long trip on stretches where road-tar is encountered, sand-blown against the body, mud spattered and dried on the hood. The effects of such severe usage will positively affect your car if finished in the ordinary manner. With a Proxlin finish, however, these unusual and extreme conditions have no effect whatever. Proxlin is the modern lacquer enamel that everyone is talking about. It is applied quickly, gives a beautiful finish when applied, and, remarkable as it may seem, improves with use, the constant wiping of the surface actually heightening the original beautiful finish. Drive in and let us tell you more fully the story of Proxlin and how you can save money by having us refinish your car now.

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