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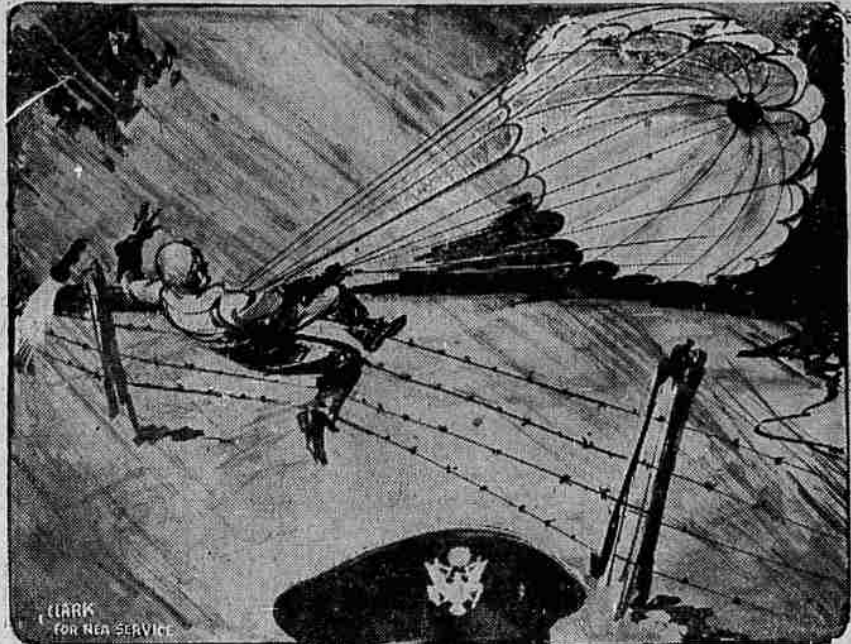
ROSEBURG, OREGON, WEDNESDAY, JUNE 1, 1927.

VOL. XXVIII, 110 OF THE EVENING NEWS

13,000 UP IN DARKNESS AND FOG LINDBERGH DIVED FROM HIS PLANE

And Landed Safely on Barbed Wire Fence; Lindbergh Himself Tells About It

THE END OF LINDBERGH'S TWO AND A HALF MILE NIGHT PARACHUTE DROP; HE WASN'T HURT



Thirteen thousand feet up in the night air, with the peril of darkness compounded many times by dense, clammy fog that no eye or light could pierce...

By Charles A. Lindbergh In an Official Air Mail Service Report.

I took off from Lambert-St. Louis Field at 4:20 p. m., November 3, arrived at Springfield, Ill., at 5:35 and after a five-minute stop for mail took the air again and headed for Peoria.

The ceiling at Springfield was about 500 feet, and the weather report from Peoria, which was telephoned to St. Louis earlier in the afternoon, gave the flying conditions as encountered darkness about 25 miles north of Springfield.

When about ten minutes gas remained in the pressure tank and still I could not see the faintest outline of any object on the ground I decided to leave the ship rather than attempt to land blindly.

On to Chicago After circling in the vicinity of Peoria for 30 minutes I decided to try to find better weather conditions by flying northeast toward Chicago.

Enough gasoline for about one hour and ten minutes flying remained in the main tank and twenty minutes in the reserve. This was hardly enough to return to St. Louis even had I been able to navigate directly to the field by dead reckoning and flying blind the greater portion of the way.

Flare Fails to Work I flew northeast at about 2000 feet for thirty minutes then dropped down to 500 feet. There were numerous breaks in the clouds this time and occasionally ground lights could be seen from over 500 feet.

The fence helped to break my fall and the barbs did not penetrate the heavy flying suit. The chute was blown over the fence and was held open for some time by the gusts of wind before collapsing.

Onto Old Civilization The road must be retraced to Durango on the Park-to-Park highway, where it turns south through New Mexico into the colorful region of the Aztecs, the Navajos and the famous Spanish missions of long ago.

Entering Arizona, we pass the petrified forest and continue west to Maine, a little beyond Flagstaff, where the Grand Canyon highway reaches northward to that world famous wonderland.



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PARKS ARE LINKED IN COLORFUL TOUR

Nature's Greatest Collection of Wonders Is Sovered by 6,000-Mile Circuit Through Eleven States

By NEA Service.

DENVER, June 1.—The cross-country highways are already beginning to lead tourists westward to nature's greatest round of wonders—the national park area in the west.

Here 6000 miles of good highway form a circuit of twelve national parks, of numerous national monuments and Indian reservations, across mountain pass and valley, over prairie and desert. The old days of pioneers, of Indian struggles and ancient civilization are lived again along the route that takes the traveler over eleven colorful states.

The start may be made at Denver, which is reached from the east by the Pike's Peak Ocean-to-Ocean highway, which is number 40 on the new federal highway system.

Southward to Colorado Springs we meet Pike's Peak, the famous spine of the Rockies, and go on to Pueblo and up the Arkansas river to the eastern gate of the Royal Gorge at Canon City.

Farther on the road winds southwest to Mesa Verde National Park, the first of the twelve great parks of the west, to be met by this route. This is the ancient land of the cliff dwellers, whose ruined homes may still be seen along the way.

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From the Mesa Verde to this point, travel is cool and pleasant, for the road is from 5000 to 7000 feet high. After the wonders of the Grand Canyon, the trek is down hill into the hot desert valley of Arizona and across the Colorado river to Needles.

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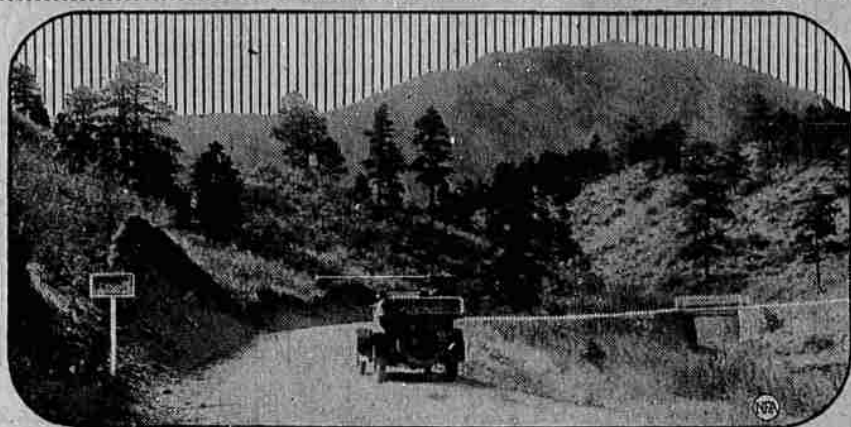
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This is only a smattering of the wonderful views awaiting tourists on the Park-to-Park Highway. Here we approach Denver from Colorado Springs, on the edge of the Colorado Rockies.

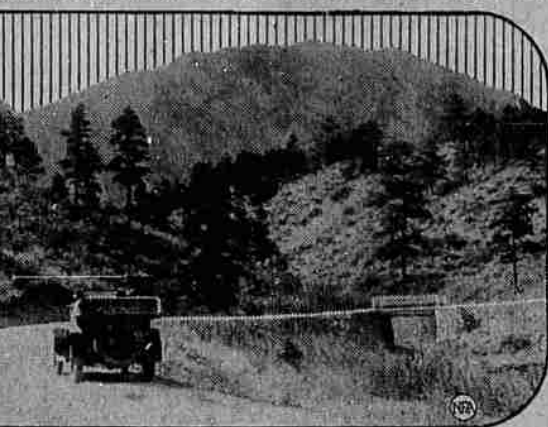
A little west of here, another road branches northward to Zion National Park in Utah, another colorful section of this tour.

Through Death Valley Back again on the Park-to-Park Highway, the ride is west over the Mojave desert and the notorious Death Valley, and into Los Angeles. Then on through the rich oil fields around Bakersfield, we enter a region of three famous national parks, Sequoia, General Grant and Yosemite.

Here are the mightiest trees of the great west, although there are many other natural attractions to intrigue the visitor.

Northward again through San Francisco and Sacramento, we reach Red Bluff and turn off for a view at Mt. Lassen, in Lassen Volcanic National Park, the only active volcano in the United States.

The Pacific highway, along which the tour runs all the way up from Los Angeles to Seattle, is one of the finest in the country. It is followed farther on past another great peak, Mt. Shasta.



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Along Columbia River One of the most awe-inspiring sights is the next strip of the Pacific highway northward through Oregon, along the Rogue river, into fertile valleys and then for 125 miles out of Portland along the surging Columbia river to Tacoma, the gateway to Mt. Rainier National Park.

A new sight is that of banks of vivid flowers broken here and there by stately glaciers, while the white peak of Mt. Rainier reaches above them.

Next comes Seattle and the road turns back east through Spokane to the Glacier National Park on the Canadian border. Here great mountains, broad lakes and stately trees rival one another for supremacy in grandeur.

Southward now the trip is nearing its end, until one of the greatest sights is met at Yellowstone National Park, with its interesting and mysterious phenomena of hot geysers and colorful volcanic rock. Now the trip runs through Wyoming and into Rocky Mountain National Park in Colorado, the end of the 6000-mile journey. Here we are high above sea level with mountain peaks towering even higher, one of them more

RISKS HIS LIFE ON A \$25,000 SPREE

"Death Valley Scotty" Hits Pay Dirt and Hires Train To Go From Los Angeles To Chicago In 38 Hours

BY DAN THOMAS

NEA Service Writer.

LOS ANGELES, Cal., June 1.—"Death Valley Scotty" is coming down from the mountains once more, a wild gleam in his eyes and an unquenchable desire for an old time bender in his breast.

"Death Valley Scotty," otherwise known as Walter Scott, is one of the last of the old school of prospectors.

He lives in the desolate crags up behind the famous Death Valley, where he has a modest ranch that serves as his base of operations. Civilization sees him only at very rare intervals; most of his time is spent on secret prospecting trips through the wilds of eastern California and southwestern Nevada, where, from time to time, he makes a fabulous strike.

Out For a Thrill At such times he shakes off his isolation and heads for the flesh pots of Egypt, while all the west marvels, agape. This is one of those times.

Scott proposes to travel from Los Angeles to Chicago on a special train in less time than any other train ever covered the distance. He has chartered a Santa Fe train, consisting of locomotive, baggage car, diner and Pullman, and insists the trip be made in exactly 38 hours—25 hours less than the fastest time on record.

The trip will start at 2 p. m. on July 4. At 4 in the morning of July 6 it will reach Chicago, providing that its unheard-of speed has not caused it to leave the rails a deposit its passengers in another and more distant destination.

Railroad officials didn't want to agree to a 38-hour schedule, but Scotty held out.

"They wanted me to make the trip 'as fast as is safe,'" Scotty explained. "There's no point in doing that. It wouldn't be any fun. Why, if I wanted to ride as fast as it is safe I could ride like a gentleman in one of their regular trains for \$150."

This little trip will cost Scotty \$25,000. He will ride alone, unless, as he says, "any newspaper reporters are crazy enough to travel with me."

The distance from Los Angeles to Chicago is 2265 miles. To cover this in 38 hours the train must average 59.6 miles an hour, including stops. This means that most of the run must be made at a speed of 30 or 100 miles an hour—or higher. Considering that more than half of the route lies over mountainous where the tracks twist and turn dizzily, such a speed is pretty near suicidal. But Scotty must have excitement.

"I'm not promoting anything



LOS ANGELES

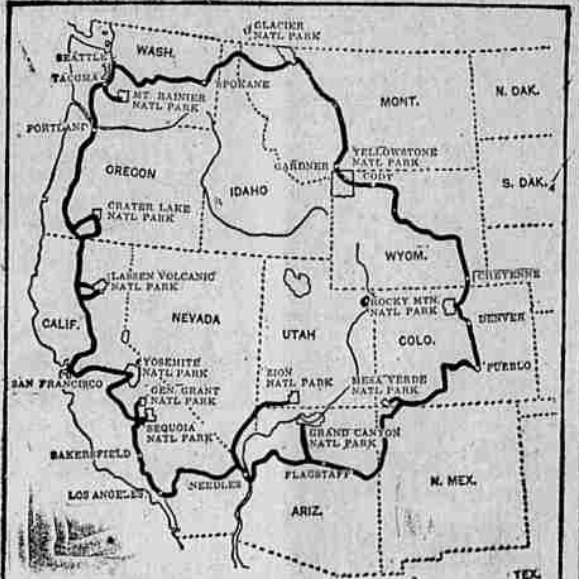
BARSTOW

ALBUQUERQUE

CHICAGO TO LOS ANGELES IN 38 HRS.

KANSAS CITY

CHICAGO



Map of the National Park-to-Park Highway showing location of the chief attractions.

NOW OIL IS TAXED!

Motorists in North Carolina have an additional tax to contend with—a tax on lubricating oil at the rate of four cents a gallon. A new law to this effect has just been passed.

Quadruple transverse suspension is accomplished by four springs which join the chassis across the width instead of along the length of the car in the usual manner.

The transverse suspension insures ease and comfort for the passengers and makes possible the lowering of the body to the lowering of the body to the running board line.

By NEA Service. PARIS, June 1.—Double steering is being used for the first time on regular stock models of passenger automobiles. The innovation was adopted by a manufacturer at Lyons as a relief from wheel shimmy.

Shimmy does not exist when each wheel is steered independently as the condition is brought about when two wheels wobble in unison. Individual wheel wobble is rarely violent and lasts but a brief interval.

Two main steering levers are provided. The two levers have to move in opposite directions and an inverse movement is obtained by a crank and connecting rod mechanism which allows duplicate control with a single mechanism.

Other striking features of this car are quadruple transverse suspension and a low chassis line, bringing the floor of the car to the level of the running boards, seven inches from the ground.

HIGH SPEED CARS ARE SAFER

LONDON, June 1.—Tabulation of figures gathered by the council in the city's metropolitan area shows that the largest amount of fatal accidents occur when automobiles are going only five to ten miles an hour.

The fatal accidents from 1920 to 1925, the survey shows, was 236 for cars going not more than 10 miles an hour, a percentage of 35.49 of the total accidents.

At speeds of over 20 miles an hour, however, there were only 45 fatalities, or 4.49 percent of the total.

The Auto Is Stripped Of Its Trimmings

By ISRAEL KLEIN Science Editor, NEA Service

Again the colorful body and nicked trimming is stripped off the automobile of 1927 and the car is exposed to us as still wanting the perfection for which the industry has been striving.

True, much progress has been made in this direction, but all the good is taken for granted and only the remaining evils are scrutinized and criticized by the automotive engineers.

This year the cold analysis of these men, in convention at French Lick Springs under the auspices of the Society of Automotive Engineers, misses no part of the entire car. It extends from headlights to rear axle and brakes, and from the tires to the tops of sedans. It delves under the hood, within the transmission and even into the very composition of the materials that go to make up the car.

From it come surprising revelations.

"Tires aren't the only things that shimmy, point out H. T. Donkin and H. H. Clark of Cleveland. And they produce a high speed movie showing a poppet valve spring doing the same hotchy-kotch as the uncontrollable balloons.

Their point is that during compression, when the valves are shut tight, some coils are enough under tension or stress as to cause them to shimmy.

That's something new for the motor engineers to ponder over. Dr. M. R. Schmidt, oil specialist of Indiana, adds another one. He finds that the automobile manufacturers differ so widely on oil specifications for their products, as to show they know little as yet about one of the most important materials used in the industry.

Even in the matter of designing, there is so much controversy and doubt as to have required a whole afternoon's session at the society's meeting on this subject alone. Body designers must have a greater appreciation of the value of color, of moldings and of "cheek lines." If their products are to succeed, says A. E. Northrup, well known body man.

Cheek lines are what make the car appear lower than it actually is. And so do certain widths of moldings and certain tricks in painting.

Four-speed transmission comes in for much consideration this year. If only the third speed could be silenced! Headlights, adjusted vertically and horizontally, might be ideal, but what's wanted are lights that can be kept from glaring without so much adjusting.

Tires, brakes, axles and other parts of the car also come in for discussion and improvement. Electrical parts of the car aren't omitted from the list of the faultfinders, and even state legislation, with its fanciful ideas, can't escape the keen analysis of the automotive engineer.

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