VOL. XXVIII NO. 153 OF ROSEBURG REVIEW

ROSEBURG, OREGON, WEDNESDAY, OCTOBER 19, 1927.

VOL. XVIII NO. 227 OF THE EVENING NEWS

# MANY TOURISTS **VISIT OREGON**

One of the most interesting phrases of motor vehicle statistics is that showing the volume and movement of tourists or out of the state traffic.

Nearly 50,000 of the visiting cars entered the state during the three months of June, July and August, the high mark being in July when the foreign registrations for that month reached 19,531.

A barometer could scarcely rec-ord more faithfully the alchemy of nature in transmuting the rigor of winter into the glowing opulence of summer, than does the progres-sive tide of tourist traffic.

Starting in January of this year the foreign registration totalled 1,732, for February they reached 2,461, in March they numbered 3,929, for April 5,284. May 7,331, and June 13,766. Then came the crest in July when 19,591 were registered, and the beginning of the decline for the season in August, when the registration aggregated 16,853 and during September 8,961.

S2,713 visiting cars registered, and in 1926, 92,050, an increase of approximately 9,300. It is probable that the total figures for 1927 will not disclose as great a ratio of increase, nevertheless the figures for the 12 months of 1927, it seems, will show a total of foreign regis. will show a total of foreign regis-trations reaching not far from

trations reaching not far from 100,000.

This much have Oregon's scenic wonders and her magnificent high-ways, already accomplished in attracting the sightseers of the cart more of Oregon's simple and artiess grandeur, her bewitching beauty and the intriguing enchantment with which nature has endowed her, the flood of tourist travel will swell' to greater proportions.

It is of literest to note the fources from whence Oregon's visitors came during the season now coming to a close. California leads with a total of 44,589 cars, and Washington is next with an asgregate of 15,578. From Idaho 4,694, Colorado 1,091, Montana 945, Utah 893, Wyoming 45, and Nevada 382.

There were 693 cars from Texas, 691 from Kansas, 531 from Oklahom, 502 from Arizona, and 127 from New Mexico.

From the Dakotas there were defection of the motoring public, he adds. There were far from the motorists of American at high rate them to the motoring public, he adds.

CHICAGO, Oct. 19.—Traffic accidents in the motoring public, he adds.

CHICAGO, Oct. 19.—Traffic accidents in the motoring public, he adds.

"About \$5 per cent of the motoring public, he adds.

"About \$5 per cent of the motoring public, he adds.

"About \$5 per cent of the motoring public, he adds.

"About \$5 per cent of the motoring public, he adds.

"About \$5 per cent of the motoring public, he adds.

"About \$5 per cent of the motoring public, he adds.

"About \$5 per cent of the motoring public, he adds.

"About \$5 per cent of the motoring public, he adds.

"About \$5 per cent of the motoring public, he adds.

"About \$5 per cent of the motoring public or the motoring public

"Where Rolls the Oregon." There were 20 cars from Maine, 8 from New Hampshire, 4 from Vermont 23 from Connecticut 17 from Rhode Island, and 12 from Massachusetty From Alasga there were 14 cars and from the District of Columbia 24.

# DURING SEASON Those Long, Sleek Lines Are Put There to Delude Us, But They Make Attractive Autos

The automobile body these days is getting as much attention, if not

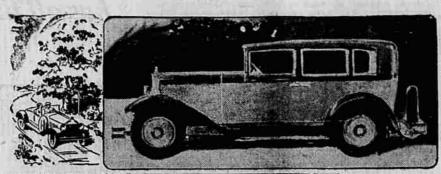
more, as the power plant itself. For while the engine has reach-From January 1 to September 30, 1927, there were a total of 79,848 foreign or out of the state cars registered at the 39 points of registration within the state of Oreing tastes of the buyer.

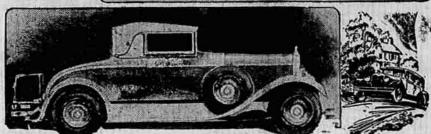
These tastes, the manufacture has discovered, have turned their attention not only toward the appearance of the car, but to its ar rangements for the comfort of the passengers. And so the manufacturer has called in the body de signer, and the body designer has called upon his best resources to furnish a body that would be both

important relationship of appear-During the year 1925 there were ance and comfort and disclosed the ways in which these are accom-

Few Motorists Responsible for

**Increasing Accidents** 





Horizontal lines are accentuated and vertical lines obscured in these two model designs of the mod ern type car. Note the long windows, the wide molding, the sweeping fenders and other lines cause the eye to travel from front to rear.

Built for Passengers

"Experience has shown," he said, "that passenger comfort demands that the body be built around the passenger. Too often the job is started in the reverse or der by making an attractive dealing and then squeezing the passengers into it.

"Milady may endure discomfort to wear a small stylish shoe, but being squeezed into an automobile body by shoe-horn methods is entirely different."

"Milady may endure discomfort to wear a small stylish shoe, but being squeezed into an automobile body by shoe-horn methods is entirely different."

"Milady may endure discomfort to wear a small stylish shoe, but being squeezed into an automobile mode of the body shoe-horn methods is entirely different."

"Milady may endure discomfort to wear a small stylish shoe, but being squeezed into an automobile body to make room for the passenger and still not reveal a large, cumbersome machine is the problem of the body designer. He solves it sometimes by availing himself of a long chassis. Then he may make the car' low, the driver and passengers may stilk into times and passengers may stilk into times extended to accentuate the idea of a long, low you, seek and a stretch their separatism of the color design, too, helps. Short Chassis, Long Lines

But now comes the demand for shorter bodies, and therefore the comported to the compositive only to these reactions, will not act while asset to left the occupantis go in or out with ease.

Short Chassis, Long Lines

But now comes the demand for shorter bodies, and therefore the compositive only to these thead of a long in the confort of the passenger of some passengers and stretch their separations of the passenger of some passengers in the first of the designer of some passenger of some passe

WE DO LIKE TO BE CHEATED! BLAST OF FIRE HORN

CLEVELAND, O., Oct. 19.—A de-

# LET'S WALK

Years ago, when we still sympathized with the horse, we also had the obsession that future mankind would be legless. The automobile was to divest us of these necessary appendages, for we would have no more use for them.

That idea is gone, we still have our legs, and we still use them. But we have never given up the notion that the automobile

deprived us of the opportunities to exercise our bodies at least to the extent at which we used to when we had to walk to the corner grocery or run for the street car.

Now, however, comes the University of Wisconsin with the report of a medical study an dtests made among its student motorists to show that even seated at the driving seat we get enough exercise to assure us of good health. Our arms move with the steering wheel and our legs with operation of the clutch and brake pedals, enough at least to keep them active and stir the blood within us.

All that sounds good. But, as has already been suggested

# Colorado 1.091. Montana 945. Utala Montana 945. Utala Montana 945. White Market 1928 there were more poor and the season of the Colorado Season of the Colorado

By NEA Service.

MIAMI, Fla., Oct. 18.-Two wars ago a party of motorists at-tempted to cross the southern everglades of Florida between the Gulf of Mexico and the Atlantic coast. They found themselves in a, pathless wilderness and were res-cued by airplanes.







BANDITS JUST ROBBED THE BANK AND

ESCAPED IN YOUR CAR

# How's She Hittin'

By ISRAEL KLEIN
Science Editor, NEA Service.
When the balloon tire first came into use, motorists were presented wish a new difficulty—the shimmy. Of course, the shimmy was known in the earlier days, but not under the circumstances in which the larger tires introduced it.

A car might have been perfect in every respect, and yet it shimmled. At that time, the fault was laid expressly on the balloons themselves, and to some extent it may still be there. But by this time engineers have improved the balloons to the extent of almost entirely eliminating it as the cause of shimmy. of shimmy.

Yet the shimmy persists. If it does there's something wrong with the car itself, most likely.

The wheels may not be aligned. The three may be unequally inflated. Or they may have been attached recklessly and unevenly. The steering gears may be loose. Or the wheel bearings may not be snog.

mng.

The front wheels may toe in too much or too little. Or they may be unequally balanced. And even the springs themselves may cause the wheels to shimmy, if their spring clips or shackle bolts are loose.

So it is that all these factors must be checked up to find the cause of that wobbling motion of the front wheels that is transmit-ted to the driver through the steer-

ted to the driver through the steering system.

First, attention must be paid to the steering wheel and gears. Play should be about one to one and a half inches at the circumference of the wheel. If it's more, the gears should be taken up.

Secondly, the wheels must be tight, the bearings properly adjusted so that there should be no more than about a sixteenth of an inch of "shake" on the rim of each wheel, and the front system must toe-in and align properly.

To check toe-in, jack up each

To check toe-in, jack up each wheel and spin it while holding a plece of chalk at the center of the tread. The chalk should be held perfectly steady, so that it may mark a line down the tread show-

mark a line down the tread showing the amount the wheel toes in.
This may be about a sixteenth of an inch in most cases, although some wheels toe in an eighth of an inch or even more.
Of course, this test presupposes that there is no play at the hubs. If there is, this should be tightened up first.

Practice should be made of in-

Practice should be made of in-flating the tires to their proper pressure once a week. The manu-facturer's advice should be follow-ed. Equal inflation of the front tires eliminates this as a possible factor in wheel shimmy.

Lastly come the spring shackles, bolts and clips. Their effect is felt especially when the car is moving at a high speed.

They should be tightened.

# SPIRAL APPROACH

A tall building with double spiral A init putding with double spiral ramps from ground up has been suggested as a new kind of ap-proach to a contemplated bridge over the Mississippi at New Or-leans. It would save space and releans. It would save space and re-duce cost of the bridge, say its ad-

## \$45,563,000 ON ROADS

Canada spent \$45,563,000 during 1926 on construction of all its pro-vincial highways. The mileage cov-ered by this expenditure totaled 46,524.