

WHIPPET GLIDES TO NEW RECORDS

Famous Small Car Establishes Reputation in Unusually Long Journey

With hood locked and sealed by Mayor Fred Mery, chief executive of the city of Toledo, a Whippet stock coach has just completed a seven-day-and-night non-stop economy and stamina test over the highways of Ohio, Indiana, and Kentucky, establishing an average of 27.13 miles to the gallon of fuel during the 4,915-mile journey.

This gruelling 168-hour test was made under the official observation of a Toledo newspaper, an accurate check being kept on the amount of fuel consumed.

The fuel average includes the gasoline consumed when the motor idled during the numerous stops in the various cities visited. Before the long grind was started a definite route was set and a schedule worked out. For seven days and nights the Whippet coach traveled over this route, a change of drivers made every six hours, four drivers being used during the test trip. Day in and day out, night after night the Whippet pounded over the roads of the three states but not for a moment was the motor allowed to stop.

Two of the seven nights on the road the drivers encountered trying conditions but the Whippet never faltered and arrived at the finish line promptly on time. Storms were encountered in southern Ohio and Kentucky and the Whippet was forced to make its way over the rain swept hills in the blackness of night. This forced the Whippet to slow down and when the storm had abated five hours time had been lost. However, within the next 24 hours the drivers increased the Whippet's speed and made up the time lost during the terrific storms.

No attempt was made by the drivers to establish a speed record during the trip, all traffic regulations of city and country being complied with. A final check-up disclosed that the Whippet had maintained an average of 29.23 miles an hour.

On the steep, rain-swept hills of southern Ohio and Kentucky where the severe storms were encountered, the Whippet 4-wheel brake equipment proved its efficiency. Time and time again these brakes were called into use as the car sped down the slippery grades, rounded dangerous curves, and braked to a stop. This brake equipment, the drivers said, gave them an unusual feeling of safety as the Whippet fought its way through the wind and rain storms.

When the Whippet glided up to the finish line at the Toledo city building, just 168 hours after the test trip started, hundreds were on hand and gave the drivers and observers a rousing welcome as the sensational journey came to a close. Mayor Mery inspected the lock and seal on the hood and pronounced them intact.

Despite the severe test of the Whippet during the long journey, the Whippet motor purred along as quietly at the finish as it did the day the test was started. The drivers and observers declared that at no time during the trip did the car require any adjustments, a tribute to the Whippet's stamina.

BILLION DOLLARS GO INTO HIGHWAYS

Hupp President Reviews Road Construction Program in Greatest Year

By DUBOIS YOUNG, President of the Hupp Motor Car Corporation.

More than a billion dollars will be spent this year for highway construction and improvements, according to figures received from government department.

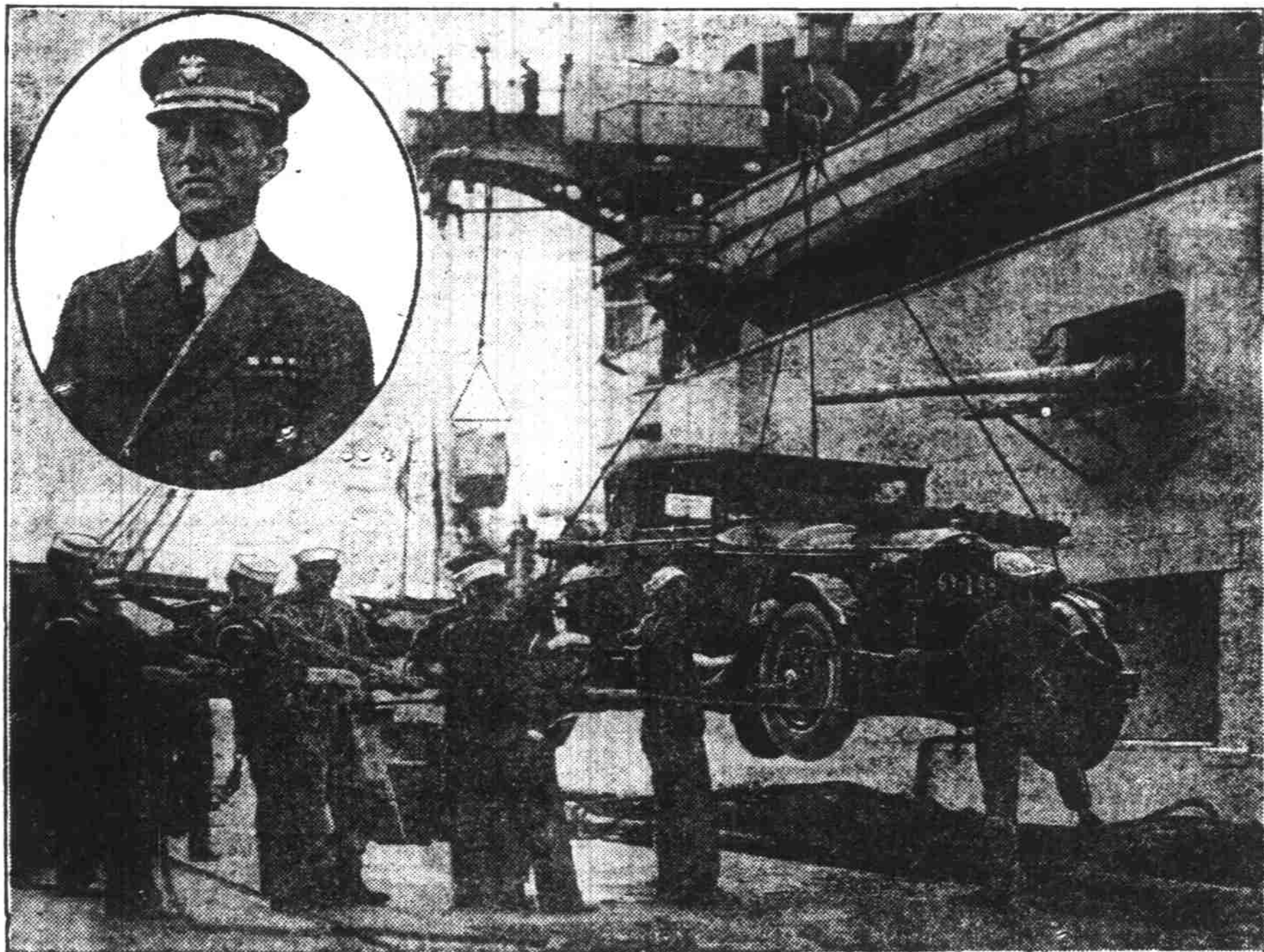
It is planned to construct 28,811 miles of new roads. For new bridges \$56,000,000 will be expended. Another \$27,000,000 will be used for reconstructing existing roads.

Not only is the nation wisely spending larger sums of money for good roads, but the highway engineer is building more expertly. The modern roadbuilder builds for safety. No longer does he depend much on warning signs and devices. Instead, if necessary, he eliminates curves, avoids railroad crossings and reduce steep grades. In doing so he minimizes greatly the possibility of accidents at those places.

It is interesting to note that \$27,000,000 is available for the reconstruction of good roads. The necessity for building wider highways for widening roads is most evident. Traffic must continue to move rapidly, otherwise congestion becomes more and more a problem.

For the upkeep and maintenance of 239,847 miles of roads, \$126,000,000 is available and expected to be used by the various states. The total expenditure provided in the state programs through their highway departments is placed at \$648,483.00. In

American Guns Roar In Chinese Warfare



"Land legs" of Captain George W. Steele, commander of the U. S. S. Pittsburgh, being hauled aboard before the ship sailed for Chinese waters where her guns are now protecting American lives and property. The U. S. S. Pittsburgh, formerly the battle cruiser Pennsylvania, is flagship of the Asiatic Squadron. Captain Steele formerly commanded the President's yacht, Mayflower.

addition to that figure, approximately \$477,000,000 is expected to be spent by counties and other lesser subdivisions of the government.

Estimated total road mileage to be built by state highway departments includes 6,957 miles of improved earth roads; 12,395 miles of sand, clay, gravel and macadam roads, and 7,489 miles of asphalt, concrete and brick highways.

Millions of dollars for good roads! The economic influence of improved highways is a story that would fill a book. Think of the effect on real estate values alone that such roads will have. Such highways will result, also, in a further disintegration of urban life and further development of suburban and rural life.

In truth it can be said that as a country improves its highway it progresses socially and economically.

TESTING OAKLANDS TREMENDOUS STRAIN

Visiting 100,000 Machine Going Strong After 163 Days' Grind

Some notion of the tremendous labor required of an automobile engine in ten years of normal driving may be gained by figures compiled by Oakland engineers regarding the Oakland landau sedan which recently completed a 100,000 mile endurance run at Detroit and is now on a tour of the country.

During the 163 days and nights required to complete the 100,000 mile run, the crankshaft of this Oakland made 325 million complete revolutions, the generator 488 million revolutions, the fan shaft 318,000,000 revolutions, and the rear axle gear 68,800,000 revolutions. The six pistons traveled a total of one billion, 542 million feet.

The total oil consumption for the run was 130 gallons, and the gasoline consumption, 2933 gallons, averaging 34.09 miles per gallon.

The run started July 29, 1926 at 6:01 p. m., with Hon. W. Smith mayor of Detroit, pressing the starting button, and finished January 9, 1927 at 4:40 p. m. The total elapsed time was 3922 hours and 39 minutes, for an average speed of 25.49 miles per hour.

This car, one of the first Oakland sixes built with the rubber silenced chassis is upholding the claims made for this advanced engineering feature pioneered by the Oakland Motor Car company.

Despite these impressive figures, the necessary replacements during the entire run were only of such nature as any driver could make for himself. Their total cost was \$48.28, and the labor cost for replacing them was \$26.75.

Another solid train loaded with Star cars left the Elizabeth, N. J., plant early last week. Fifty carsloads of Star tours and sixes went into the Dallas, Texas, territory. The week previous, two train loads of Star cars left the Elizabeth plant. One went to Denver and the other to Kansas City.

SAFETY FEATURES IN WILLYS-KNIGHT

Horn and Light Dimmer on Car Now Controlled From Steering Wheel

The convenient arrangement of the lighting and horn controls on the steering wheel of all Willys-Knight models has won the approval of women drivers of the nation as well as the men, according to Willys-Overland officials. They declare, however, that this is merely one of the features of these Knight powered cars which has struck a responsive note from the motor buyers resulting in surprising sales records.

The present system of controlling the lights and the horn from the steering wheel was adopted not only as a measure of convenience for the driver but as an added safety device as well, enabling the operator of the car to brighten or dim lights or sound the horn without removing the hand from the wheel, which is necessary where those controls are located on the instrument panel.

This system is comprised of an extension arm on the steering wheel which runs directly to the finger tips of the driver. A mere touch is all that is required to turn the lights from bright to dim or vice versa. In night driving on country highways this system has been found big safety factor since it is no longer necessary for the driver to take a hand from the wheel, reach for the lighting switch on the instrument panel and thus divert his attention from the road.

Double filament bulbs are used in the headlights. These provide safety lighting, not only for the Willys-Knight driver but for other cars on the highway since a turn of the switch on the steering wheel cuts down the power of the bright lights but still furnishes sufficient glow to illuminate the entire surface, extending even beyond the edge of the road.

The convenient position of the horn at the driver's hand also is a great aid, especially in mountain and hilly country, on dangerous stretches and sharp curves where all the driver's alertness is required at the wheel. To sound a horn warning on the Willys-Knight cars the driver need not remove his or her hand from the wheel thus giving undivided attention to keeping the car in its proper path.

Report of General Motors Shows Large Net Earnings

Alfred P. Sloan, Jr., president General Motors corporation, made the following statement regarding the earnings of the corporation for the first quarter: "Net earnings of General Motors corporation, including equity in subsidiary operations, applicable to dividends for the first quarter ending March 31, 1927, were \$52,551,498. This compares with \$44,911,618 for the corresponding period of a year ago, an increase of \$7,639,790. For the sake of this comparison there has been included in the last year's earnings the minority interest in

Fisher Body Corporation at that time outstanding. After deducting dividends on preferred and debenture stock, there remains applicable to common stock \$50,493,278 for the current period as compared with \$43,000,983 a year ago, the comparison being made on the same basis. The earnings in the first quarter of 1927 equalled \$5.80 per share of the common stock. In corresponding quarter last year, not including the minority interest in the Fisher Body corporation, earnings amounted to \$5 per share on the common stock then outstanding after making allowance for the increased number of shares resulting from the stock dividend paid September 11, 1926.

Current conditions are satisfactory. Detailed statement will be forwarded to stockholders in due course.

The first of the new "Silent" Star fours to cross the continent reached San Francisco last week. The car, a Star four coach, was driven from Altoona, Pa., by Fred Fernbaugh, a railroad man who is taking a vacation and traveling by motor car instead of using his pass.

Klamath Falls—Inland Publishing company buys and will publish both "Daily News" and "Evening Herald."

Seiberling Company Makes Production Gain

AKRON, Ohio, May 7.—Sales of the Seiberling Rubber company for the first three months of 1927 show an increase of 61 per cent over the same period last year. Total sales of tires in the first quarter of 1926 were 111,300 units. This year the sales for the same period total 179,725. Because of the new dealers which have been added to the Seiberling exclusive agency list the sales to dealers have shown a larger increase, the percentage for the first quarter amounting to more than 102 per cent.

The Seiberling plant, which is being operated day and night, is producing tires manufactured by a new water-bag process. The Seiberling Rubber company is the first in the industry to adopt this process for total production. This is an improvement over the live steam method of vulcanization. The new Seiberling tire, which will be announced shortly in national newspaper and magazine advertising, contains 25 per cent more cotton and 20 per cent more rubber than the tires previously manufactured.

The above information was received through Walter Zosel of Zosel's Tire Shop, local Seiberling dealer.

DIRECT ATTENTION TO MOVING PARTS

Official Gives Plausible Plan for Obnoxious Squeak Elimination

DETROIT, Mich.—(Special)—Many of the obnoxious squeaks which develop in an automobile may be eliminated by a little well-directed attention to the moving parts of the body. The cures for the body ills are so simple that all too often they are not considered at all.

Albert V. Crump, body engineer of the Paige-Detroit Motor Car company, points out that the body parts may be greatly benefited by a few drops of oil or some slight adjustment.

"A little care by the motorist and the body ordinarily will respond with silent service," the Paige engineer declares. "For example, the door hinges should have regular attention. They should be oiled from the inside between the two halves with lubricating oil.

"Door locks are packed with grease when they are assembled, but with constant use they dry out. Pull the bolt back to the face of the lock and oil through the bolt hole. A little lard grease applied on the inside of the door lock striker often makes the lock operate more easily and reduces the wear between the bolt and the striker plate.

"Friction between the bolt and the striker plate often leads the owner to believe that it is the lock itself that is working hard. An adjustment in the lock striker plates can be made by merely loosening the three machine screws that hold the plate and moving it in or out as it requires. "In a majority of cases, rubber door bumpers need adjustment. If new bumpers are not available, the old ones may be used by pulling the rubber from the retainer and inserting a couple of thicknesses of cardboard between the back of the bumper and the retainer. This will bring the door out so that the lock bolt presses harder against the striker plate. "Other possible annoyances may be eliminated by applying a little hard grease to the face of the door bumpers and striker plates."

Ten Years Show Large Gain in Highway Work

"In 1915 there were only 31 state highway commissions," says American Highways. "Today there is a working, active, state highway commission in every one of the 48 states. In 1915, the year before we began national aid to roads, there were only 249,291 miles of improved roads in the United States. Now there are 467,933 miles, an increase in 10 years of 210,612 miles of improved roads. In 1915 there was expended \$240,263,784 in all of the

states in road improvement, and 10 years later, in 1925, the sum went from \$240,263,784 to \$1,176,000,000, a gain of \$936,733,216."—Motor Chat.

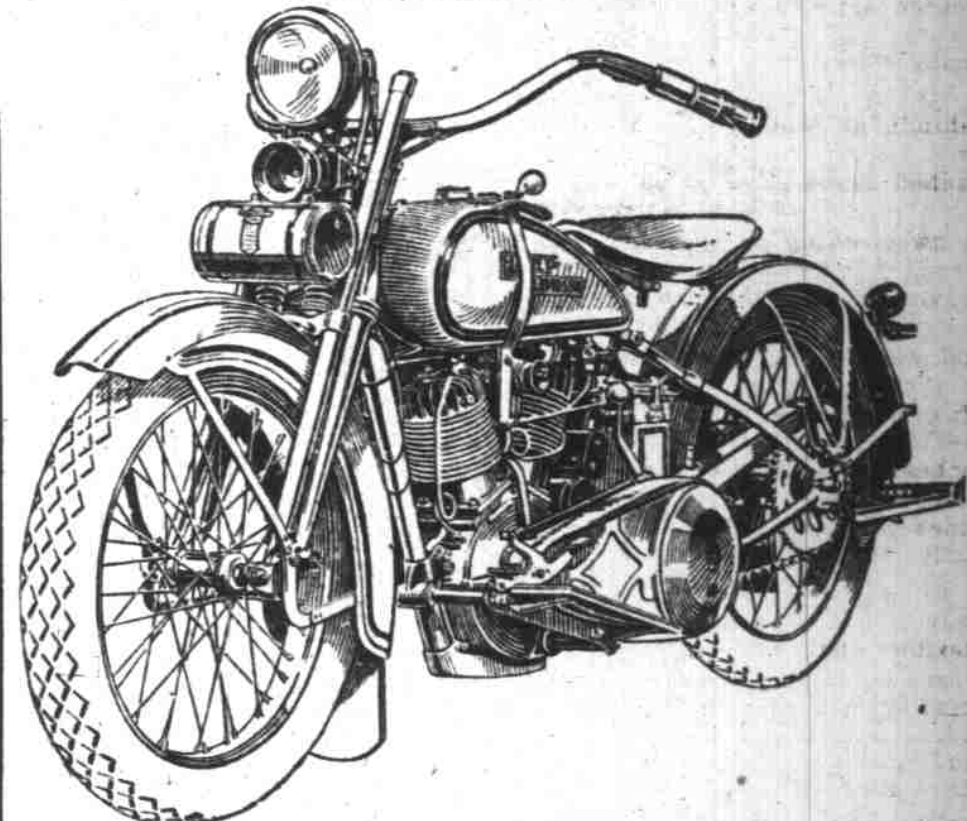
Automobile Freedom Breaks Down Barriers

Automotive shipments abroad from the United States and Canada during 1926 approximated \$376,000,000 in value, an increase of about \$2,000,000 over 1925 the

share of the United States being about \$337,500. Australia was the leading market for all classes of automobiles, followed by Argentina, Canada, Brazil and British South Africa in the passenger car class and by Brazil, the United Kingdom, Denmark and Canada in the truck and bus group.—Motor Chat.

Multnomah county starts \$2,500,000 road program with \$245,049 St. Helens road and \$171,265 Sandy contract.

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A large amount of the increased safety and comfort of the present day motorcycle can be credited to the equipment of GOOD YEAR BALLOON TIRES. Drop in and see these latest models.

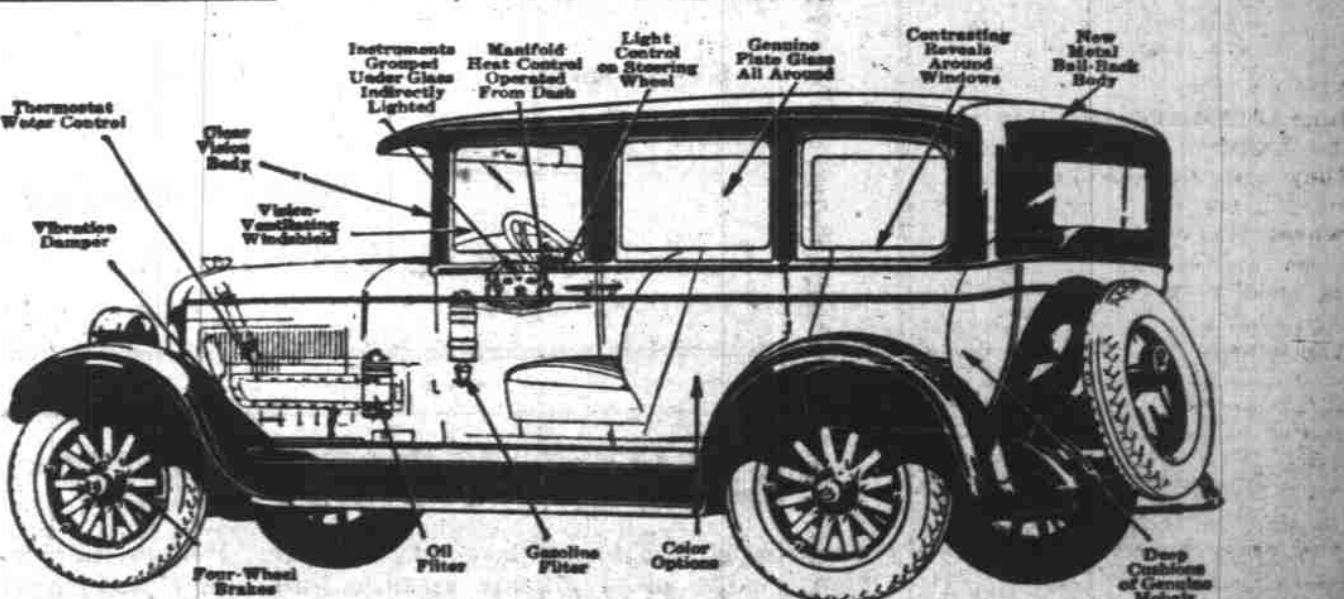
Mr. Motorcycle Owner Why not trade in your old high pressure tires on new GOOD YEAR BALLOONS and enjoy the extra safety and comfort these tires offer

HARRY W. SCOTT "The Cycle Man"

147 South Commercial St. Salem

Many New Features Emphasize Extra Quality In the Latest Series Hupmobile Six

Until you see and drive the new series Hupmobile Six Sedan, you can have only a faint conception of the new beauty, style, rich equipment and refined mechanical qualities now offered in a Six listing at \$1385. We have charred below a few of the many modern features—added without increase in cost—that make this Six unquestionably the closest priced six in America—and easily recognized as offering more quality per dollar of purchase price than any other six on the market.



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