LOWEST PRICED SIX SOON INTRODUCED

New Whippet Six Already Sets New Record On Various Speedways

TOLEDO, O.—(Special)— The lowest priced six cylinder car in the world will be announced soon by Willys-Overland, John N. Willys, president, said today. This new car, Mr. Willys declared is equipped with a highly developed power plant that already has flashed it to a speed and endurance record for cars of its size, in a 24-hour grind on the Indianapolis Speedway under the official observation of the Hoosier Motor Club.

This car will be designated as the new Whippet Six and is said to be powered with a highly developed engine which features for the first time in the history of the light six field, a seven-bearing crankshaft. "Other features which are included in the new car will set a new trend for quality, comfort, speed, economy and engineering as did the four-cylinder Whippet in the light four field" Mr. Willys declared.

"Just as the Whippet started the trend toward four-wheel brakes among the light four-cylinder cars, the new Whippet Six will make inevitable the seven-bearing crankshaft among the light sixes," Mr. Willys said. "This marks a new trend in quality construction among the lower prices sixes since no other car in or near the price range of the new Whippet Six is so equipped, and I believe that within the next year or two all six-cylinder engines, will incorporate this type of construction which is necessary to the properly running six-cylinder engine."

Mr. Willys states that this new car will present many features of design and construction which are distinct improvements upon present construction in the light six field and that the prices will be the lowest ever made by Willys-Overland in the six-cylinder classification. This would indicate that the Whippet Six price may prove as sensational as the price slash on the Whippet Four a short time ago, which placed that car in a direct price competition with the new Ford cars.

It was stated that the new Whippet Six would utilize many of the principles which are generally associated only with cars selling in higher price fields. These, in addition to the seven-bearing crankshaft and full force feed lubrication, will include silent timing chain, unusually long connecting rods to eliminate excessive side thrust at high speeds, Nelson-type invar-strut pistons and other features. All motor parts will be of the finest materials and oversize in dimensions, to assure long life and continuous high performance rating.

In the details of chassis construction, it was said, special attention has been devoted to spring equipment, car balance, and low suspension of weight to provide greater road stability. Four-wheel brakes will be standard equipment.

In the endurance and sustained speed test on the Indianapolis Speedway the Whippet Six traveled continuously for 24 hours and covered 1,357½ miles in 1,140 minutes for an average of 56.52 miles an hour.

In another speed test for 50 miles the Whippet Six averaged 63 miles per hour. This car was driven by Chick Murray, well known race driver.

After each test the Whippet was thoroughly examined by the Hoosier Club officials. At no time did the water in the radiator show any signs of boiling.

In tests over the mountains of Pennsylvania it is said that the Whippet Six showed unusual power and climbed steep grades in high gear.

The new Whippet Six will be offered in five body types including coach, sedan, coupe, touring and roadster.

Commenting on this new car, Mr. Willys said, "We have felt it necessary to develop a car in the light six field which should be as outstanding in design and performance among sixes as we believe the four-cylinder Whippet to be in its class. This new car now completes our 100 percent coverage of all price ranges."

HUPMOBILE EXPORTS ALSO SMASH RECORD

First Two Months Reveal Gain of 71 Per Centum Over 1927

Reports of record-breaking demand for Hupmobiles throughout the United States and Canada are echoed by those of sales in overseas countries.

According to R. S. Cole, Hupmobile general sales manager, shipments of these cars to overseas countries during the first two months of 1928 show a gain of 71 per cent over the corresponding months of 1927. January shipments were 97 per cent greater than for the same month a year ago. Those for February were up 53 per cent compared with February, 1927.

Owing to this considerably greater demand, the company carried over, on March 1, the greatest number of unfilled export orders in its entire history, says Mr. Cole.

"Our overseas demand has been growing strongly ever since the introduction of our first new 'Century' car last October," he continued. Realizing the greater market potentialities abroad with these three cars, Fred B. Sides, our export manager, was sent on a trip in late September of last year which has taken him to many of the principal market centers of foreign countries. He is still on this trip, outlining the cars' advantages, building up these markets, and generally strengthening Hupmobile representation through out the countries he is visiting.

"Overseas countries are becoming greater motor car markets every year. This fact, coupled with the great success now being enjoyed everywhere by Hupmobile, makes us feel that 1928 will be not only the most successful year ever enjoyed in the United States and Canada, but the largest we have ever enjoyed in foreign countries, as well.

"Our March export sales should at least double those of March 1927."

A British scientist says that the universe is gradually wasting away and that the radio-activity of the sun is destroying it. Can't the radio commission do something about this?

MARKET REMAINS SLOW AND STEADY

In Spite of Heavy Demand Prices Tend To Drag On Majority of Items

The market during the past two weeks has not shown the snap and vigor that many salesmanagers would like to see, notwithstanding that the volume of business continues to remain at a very high level. In fact, West Coast Lumbermens Association's statistics indicate that new business is at an exceedingly high level. Last week's barometer showed new orders in excess of 150,000,000 feet. Nothing like this volume of new business has been recorded in many months.

Yet, in the face of this heavy demand, prices tend to drag on the majority of items. During the past week the situation may have improved somewhat and a strengthening and upward tendency is reported in some quarters. No doubt one explanation for the unstable market which has prevailed during the past two or three weeks is found in part in the logging situation on Puget Sound. After having tried for some weeks to hold the price of logs, loggers finally put the price back where it was last fall, or a reduction of $1 per thousands from what was supposed to be the market. This naturally had some effect on the lumber market, particularly so far as log-buying mills were concerned.

The rail business seems to dominate the market. This business is of very large volume, even the California rail business is better than it has been for a long time, so far as volume is concerned. On the other hand, the California water business is slow. Advices from southern California are to the effect that the building prospects are not good. While Los Angeles continues one of the first three or four cities in volume of building permits, the building activities are not what they were five or six years ago.

Railroad buying is of good volume and is doing a lot to help the market at this time.

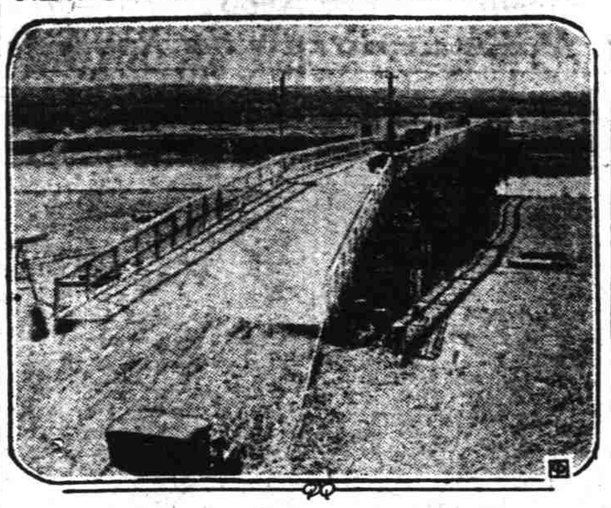
Atlantic Coast buyers appear to hesitate to commit themselves very extensively on the basis of present freight rates, inasmuch as there seems to be a belief in some quarters, a view which we think is unfounded, that the steamship companies will not be able to maintain the scheduled rates. It would appear, however, that the intercoastal operators are now pretty well organized and should be able to keep the rate situation well in hand.

Advices from the Middle West are that the spring trade seems to be opening up in good shape. In Kansas City, the building material business is better than it has been for several years. An enormous building program seems to be everywhere under way. Business reviews and forecasts all point to this as being one of the most important business mainstays during 1928.

Brookmire, in a recent special lumber bulletin, states positively that the lumber business is now tending upward. In fact, this authority is recommending the purchase of lumber in the following terms: "With demand conditions improving rapidly and distributors' stocks of lumber low, we believe clients are justified in entering the market now for requirements of both softwoods and hard woods through the third quarter. The favorable building outlook, especially the spurt in residential types, is the chief favorable factor.. On the whole, the ratio of demand to supply has been considerably improved and we believe the entire industry is about to witness a period of rising activity and prices.

(Reprint from West Coast Lumberman April 1, 1928.)

NEW U. S.-MEXICO BRIDGE OPENED



Another new international bridge, crossing the Rio Grande from Presidio, Tex., to Oijanago, Mexico, has been completed. This photo shows a view of the bridge, which is the only span for 250 miles in either direction in the center of the Big Ben country of Texas.

IMPROVED HIGHWAYS WITHSTAND STORMS

Roads Without Improvements In Many Cases Nearly Wiped Out

NEW ORLEANS, La., April 7. Highways and bridges in the flood districts of Illinois, Missouri, Kentucky, Tennessee, Arkansas, Mississippi and Louisiana were damaged to the extent of $5,949,900 by the recent overflowing of the Mississippi river, the American Road Builders' association stated today. Most of the roads damaged have already been repaired in some degree.

Improved highways withstood the onrush of water without serious damage, the association asserts. Roads without improvement were in many cases virtually wiped out, causing an expensive delay in traffic and curtailing the movement of necessary food and shelter supplies. Bridges were completely destroyed in sections where the foundations were not constructed to withstand the swift moving waters.

The damage to public highways and bridges has been estimated at $2,738,100, and the damage to privately owned roads and bridges at $1,211,800. The loss constituted less than 1.7 per cent of the estimated flood losses of $236,334,414 as compiled by the Port of New Orleans. The most serious loss in the flood was that of growing or newly harvested crops which totalled approximately $73,541,000.

The American Road Builders' association urged the immediate construction of an adequate highway system designed to withstand the miximum flood waters in those sections subject to overflow. The existence of these roads it was stated, will facilitate the salvage of personal property, protect human life, and permit speedy reconstruction of damaged areas.

Good roads in the Florida counties struck by the hurricane last year were opened for motor travel within a few hours after the storm had subsided. The quick movement of first aid supplies and rations over these roads unquestionably was responsible for the saving of many lives, it was said.

Read the Classified Ads

Much German Revenue Goes To Pay War Debt

BERLIN—(A P)—More than half of German's revenue for 1928 is appropriated for expenditure resulting from the world war which ended 10 years ago.

War pensions and allowances account for 33.6 per cent, and reparations payments absorb 23 per cent, a total of 56.6 per cent.

And this is likely to lost for another generation.

There is never more than one favorite son candidate in Italy and his name is Mussolini.