

## BIG MOTOR TRUCKS HARD ON PAVING

Increasing Use of Five-Ton Vehicles Presents New Problems in Improvements.

### HEAVIER BASES NEEDED

City Commissioner Jardine, who has charge of the public improvements department, finds that the increasing use of the five-ton motor truck and motor vehicles of slightly less capacity is presenting new problems in connection with paved thoroughfares. The common four and five-inch concrete base will not stand the racket, as is evidenced by a section of new pavement on Thirtieth street north of the Belt line tracks.

"I have come to the conclusion that I will have a six-inch base placed on Twenty-fourth street, Cumings street to Patrick avenue, which repaving is now in progress," stated the commissioner.

The specifications for the North Twenty-fourth street job call for a five-inch base and the additional inch will be paid for as an "extra." All future paving and repaving on the principal streets will hereafter have heavier bases, and it is the intention of the public improvement department to see that the dirt foundation is well rolled before the base is laid. The annual expense of repairing paved streets is becoming a matter of serious concern, particularly the asphalt streets. It is being realized that it pays in the long run to have a substantial pavement in the first instance and this conviction has been growing on account of the increasing use of large automobile trucks. Some of these trucks are loaded with five tons of material, and that is quite a load for a pavement which was laid under the old order of affairs.

**Contractors Want Men.**

The paving contractors just now say they cannot get enough men. "What I would like to have is one gang for the grading, another for the concrete base work and a third for the surface covering," stated a contractor.

Charles Fanning has started the brick work on Center street, which is one of the largest paving jobs of the season. This work is being pushed along and when completed will make the street a popular thoroughfare.

Repaving of Eleventh street, north of Grace street, will be finished before long. This street is used for the East Omaha traffic and is a much-needed improvement.

## Omaha Distributer For Saxon Car Lands Season's Contract

Once more Omaha has scored in the eyes of automobile manufacturers. This time the score is in giving the Omaha distributor, W. L. Killy, of the Noyes-Killy Motor company, the first distributor contract written by the Saxon factory for the 1917 season. There are over 1,000 distributing organizations throughout the United States, and it is rather significant that the Omaha distributor was given the first audience with the man who writes the contracts.

In speaking of the work of the sales manager for the Saxon Motor company Mr. Killy was quite enthusiastic. "The day of contracting hit and miss is over," said Mr. Killy. "The sales manager of today has a world of tabulated information regarding each section of the country, and it is his job to know how many cars should be sold in a given territory. These figures are based upon the wealth of a community, the number of farms, the per capita wealth of the community and the number of cars sold in the territory in question during the preceding two years."

"There are other basic factors, but in the main they are as above. Instead of a dealer telling the factory how many cars he can sell, the factory shows the dealer cold figures which indicate the number of cars which should be sold."

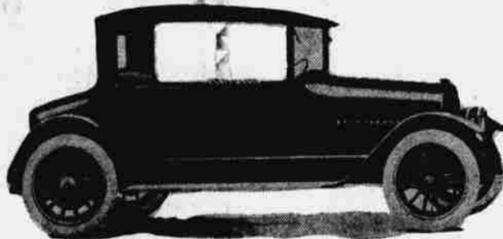
### New Tariff Will Aid Japs in Indo-China

(Correspondence of The Associated Press.)

Tokio, July 10.—Governor General Rume of French Indo-China, has arrived in Japan in connection with negotiations between Japan and France for a revision of the customs tariff between Japan and the French colony. It is understood here that France will make customs reductions which will permit of a greater exportation of Japanese goods to Indo-China.

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## Cole-Springfield Tourcoupe Popular



The four-passenger Cole-Springfield Tourcoupe, the new all-year-round car of the Cole people, is attracting

## Reo Plant Replete With Equipment For Testing Cars

"Seems like an awfully expensive equipment," said a Reo dealer on a recent visit to the factory, when he was shown into the big engine and chassis testing department with the rows upon rows of dynamometers and other electric apparatus.

"It does look like it," said the Reo guide. "As a matter of fact our sales department tells us it is one of the most economical features of our plant. What seems to be extravagant, in fact really proves to be very cheap when it comes to selling the product—you know we make automobiles to sell, not to keep."

"Every Reo motor and every Reo rear axle, every transmission, and every chassis—each individual one—is subjected to the most rigid and precise dynamometer test. Not only the power of the motor, but the efficiency of the transmission mechanism clean back to the tires is tested here and accurately recorded by electrical instruments."

"It is not as extravagant as it looks, however," continued the Reo man, "for if you will notice from each of these dynamometers runs a set of wires, and if you will come over into the next room I will show you where we utilize power that is generated by Reo motors four and sixes during their several hours of test." In an adjoining room they found two big generators. "Here," said the Reo man, "you will see that we are generating over 450 horsepower on an average. At times, it runs twice that. Aside from the slight loss in the lines, we put all the power developed by fifty or 100 motors, as the case may be, that are on the testing blocks, into our lines and utilizes it to run the factory. If all the motors were running to full capacity, of course, we would generate a good deal more, but our policy is to run the generator for several hours at a slow speed, and gradually as it limbers up, increase its speed and power output until we finally develop its maximum."

## Fortune Soldiers Find Opportunity At Packard Plant

Soldiers of fortune are finding their opportunity at the plant of the Packard Motor Car company. With recruiting of motor truck drivers and mechanics asked for by the United States War department going on and those men already accepted only awaiting the word that will start them south, the spirit of adventure is in the air.

Men of every station are rushing to answer the call for workers in the United States army motor transport division along the Mexican border. Expert motor machinists, with shop clothes still redolent of lubricating oils and cutting compounds, rub shoulders with men who drive up in their own automobiles to sign the government contract. There are former soldiers, veterans of the Cuban and Philippine campaigns and the Boer war, staid shopmen who never realized they had the wanderlust until the call sounded and any number of comparative youngsters all eager to do their bit at the border.

Since June 30, 106 men have been sent south with Packard trucks from Detroit. Those who did not get away with the first contingents refuse to get far enough away from the Packard plant to run any chance of missing the word that will start them traveling any more, using their suitcases for pillows, rest in the shade while waiting.

The work of supplying the 396 Packard trucks asked for in the War department's latest order is being rushed at top speed. Army transport bodies, which are made in eastern Pennsylvania, are being hurried to Detroit by express.

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Lake Forest, with her on the morning of Wednesday, February 9, last.

Orpet testified that he made the trip to ally her fears and to explain a story which had reached Marion that he was engaged to one Celestia Youker, but the elaborate efforts which he made to keep the trip secret, and his subsequent conflicting statements of it to officers of the law developed into the most damaging evidence against him. It led to the menacing question of Mr. Joslyn, reiterated again and again—"Why? Why? Why? Why did you come? You brought no relief; you brought no medicine; you brought no tenderness—no words of love! Why did you come?"

On February 8, Orpet at Madison left three letters, post-dated February 9, with his friend Otto Peterson to be mailed on the latter date. One was dated to be mailed on the latter date. One was to his mother, one to Marion, and the third to Marion's friend, Josephine Davis. They were worded to make it appear that the writer was in Madison on February 9, the day he kept his tryst in the woods with Marion, and she came to her death.

**Reason For Alibi Letters.**

Orpet explained on the stand that the alibi letters, as they came to be known, were written so that if by accident he were seen at Lake Forest and word of the fact reached Marion's parents, who objected to him, or his own parents, who expected him to remain faithful to college duties at Madison, they would accept the letters as conclusive evidence to the contrary. The letter to Josephine was to corroborate that to Marion. Josephine testified that she never received it.

On the afternoon of the 8th, in a dark overcoat which he said he had borrowed to wear with a dress suit to a party which he expected to attend on the 12th, carrying the bottle of molasses and water in his pocket, and leaving behind him the alibi letters and a bed rumpled to deceive his landlady, the student proceeded by way of Milwaukee, where he spent a half hour or so between trains, to Lake Forest. Arriving there he arranged by telephone to meet Marion on her way to school the next morning, walked about for a while to make certain that his parents had retired, and entered the McCormick garage where he spent the night on a cot.

In the morning he and Marion met and walked through the snow into the woods, Orpet testified that there was little conversation, and he could recollect only the purport of it. He offered her the "medicine," and she refused it. He started to leave, but she called him back and asked if he was going to write to her any more. He said there seemed to be no use of it, and started away again.

"Something made me look around of exposure that came upon her. Orpet, in testifying, said that he was certain that these fears were groundless. Once he mailed her a bottle of molasses and water "to ease her mind," and he brought a similar compound with him for the same purpose when he entered Helm's woods, near

## JURORS ACQUIT WILL ORPET OF MURDER CHARGE

(Continued From Page One.)

James H. Wilkerson, former United States district attorney at Chicago; Ralph F. Potter, his law partner, and Leslie P. Hanna of Waukegan for the defense. More than 1,000 veniremen were examined before a jury, said by counsel upon its selection to be above the average in intelligence and character, was chosen. Judge Charles H. Donnelly presided.

The series of parallels started at Lake Forest, one of a series of aristocratic suburbs dotting the heavily wooded bluffs along the west shore of Lake Michigan from Chicago to Waukegan, for Frank Lambert, father of Marion, was superintendent of the McCormick estate, and Edward O. Orpet, father of the defendant, superintendent of the estate of Cyrus McCormick, both at Lake Forest.

### Fall in Love.

Last summer young Orpet, then a pallid, slender youth of 19, of sharply regular features, somewhat vain of his college opportunities and undisciplined as to character, returned from the University of Wisconsin at Madison for a vacation at home. He fell madly in love with Marion, according to his letters. She had completed her junior years at the Deerfield high school and was then 17 and known for her gaiety and laughter—"the life of the party," as one witness put it.

When Orpet returned to college in the fall of 1915 frequent letters were exchanged. Orpet destroyed her's; she saved his and they remained after her death to speak of the great fear of exposure that came upon her. Orpet, in testifying, said that he was certain that these fears were groundless. Once he mailed her a bottle of molasses and water "to ease her mind," and he brought a similar compound with him for the same purpose when he entered Helm's woods, near



The above picture shows a novel method of starting an automobile across a stretch of several hundred miles. L. M. Maynard, Denver, Colo., by using the Western Union wires, cranked a Pathfinder car at San Diego, Cal.

The Pathfinder car at San Diego is the car, which stripped of all gears except high and reverse, is being driven from San Diego to New York City in an effort to demonstrate the hill climbing qualities of the Pathfinder "twin six." According to the present schedule, the car will reach Omaha July 18.



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more after that except that on reaching the road I threw away the "medicine" and made my way on foot to Highland Park, caught a train and that evening arrived back at Madison.

Marion was missed that night and her body found the next morning. Orpet was arrested and told numerous conflicting stories prior to the trial, these being used against him at the trial. During his cross-examination, which lasted three days, he repeatedly took refuge in "I don't remember." He spoke in a low voice, with apparently studied effort, but nevertheless became involved at times and extricated himself by "correcting my previous testimony." His manner was nervous and he rarely looked at his inquisitor, Attorney Joslyn.

**The State's Theory.**

Early in the case the state developed the theory that Orpet purchased a two-ounce bottle from Charles Hassinger, a friend employed in a drug store at Madison, obtained cyanide of potassium from an alleged supply in the greenhouse on the McCormick estate, and made a solution of it before retiring to bed in the garage. It was charged that he either forced Marion to take it, or deceived her with the explanation that it was medicine.

The state was unable to persuade any witness to come from Wisconsin, and repeatedly hinted that a sinister influence of the defense was at the bottom of it. Hassinger, wanted with references to the bottle, was among those who declined to testify and no bottle or other container for the poison was even found. Otto Peterson likewise became a persistent absentee, despite the need for his testimony regarding the alibi letters and as having seen Orpet, according to the latter, concoct the molasses and water.

Dr. Ralph W. Webster and Dr. W. J. McNally, chemists, testified for the state that Marion died of liquid cyanide of potassium, and that the spots on her coat were left by drops of the solution. Three defense chemists testified that the poison was taken in powder form and that the important and accusatory cyanide in the greenhouse was not cyanide of potassium at all, but cyanide of sodium, with only a faint trace of potassium. Dr. McNally, having made further experiments, voluntarily appeared for the defense and corrected his previous testimony to agree with that of the defense, and Dr. Webster, recalled by the state, did so in reply to a hypothetical question on cross-examination.

**Cause of Death.**

It was shown further without contradiction by every chemist who had a hand in the examination of Marion's stomach content, that cyanide of potassium caused her death. Only an inconspicuous trace of sodium appeared. When it was shown in addition, that to have taken in the amount of cyanide of potassium found in her stomach, Marion would have had to eaten two pounds of the substance in the greenhouse, or to have drunk two quarts of a solution made from it, it was admitted generally that this substance as the instrument of death had disappeared from the case.

The fact that young Orpet might have obtained the greenhouse cyanide had its parallel in the laboratory of the Deerfield high school attended by Marion. The instrument of murder and the instrument of suicide were equally available. The laboratory substance was 97 per cent pure cyanide of potassium. Marion, on the day be-

fore her death, was alone in the laboratory out of hours in violation of a school rule.

The parallel of knowledge of cyanide did not run so straight. Orpet according to his testimony, had not looked at a chemistry text book for

two years, while Marion's next lesson which she was preparing included the subject of cyanide of potassium. Orpet, however, knew of its use in the greenhouse as a fumigant, and had read an article on its use in horticulture.



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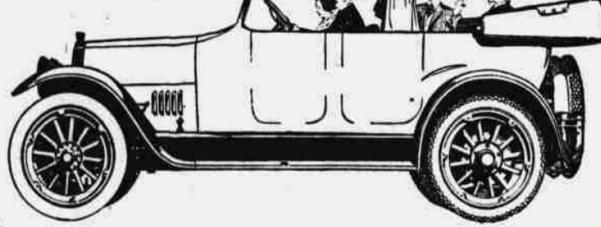
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