

OVER A HUNDRED TRUCKS PUT OUT IN NINE HOURS

Reo Assembly Plant Establishes Record Production of Commercial Automobile Trucks, Claim of Oppen.

Lansing, Mich., Oct. 18.—"Probably the largest production of any single truck model anywhere was attained at the Reo plant Wednesday, when over a hundred speed wagons came off the assembly chain in the course of a nine-hour working day," asserts J. M. Oppen of the Jones-Oppen Co.

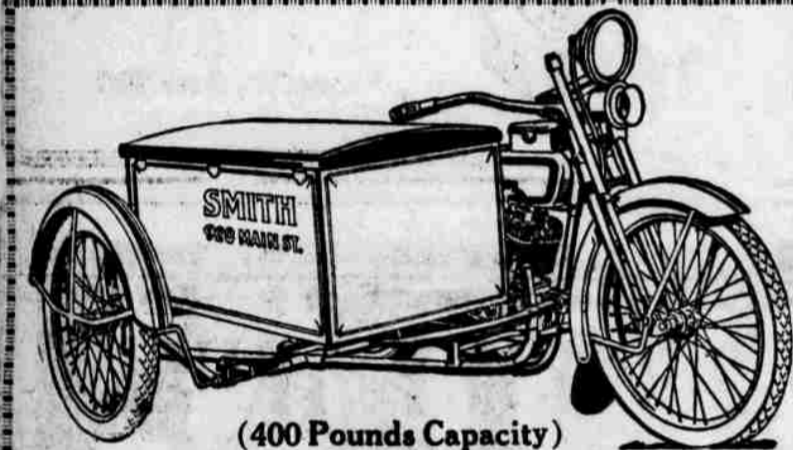
"While this production was above the average for this model, it was not the result of a sudden spurt, but rather of a continuous and sustained effort to meet the remarkable country-wide demand for this successful vehicle. Facilities have been increased steadily, yet they have failed to keep pace with the demand.

"Neither has the shortage of railroad cars checked the development of the truck business. Where freight cars were not available dealers have driven trucks over the roads, radiating out from Lansing in all directions. Coupled with the great demand urging them on to driveaways was the fact that the speed wagon, while a real truck, is both fast and easy riding and handles as easily as a touring car. The same qualities which make it a favorite for long-distance passenger and freight hauling make possible long-distance driveaways.

"Fleets of speed wagons have been going over the road to points at such distance as Shreveport, La.; Birmingham, Ala.; Atlanta, Ga.; Toronto, Ont.; Hartford, Conn.; Boston and Philadelphia. Truck driveaways Wednesday were to Charlotte, N. C.; Memphis, Tenn.; Pittsfield, Mass.; and Dubuque, Ia. Among the destinations of passenger driveaways for the day were Portland, Ore.; Denver, Colo.; Richmond, Va.; Jefferson City, Okl.; Montreal, Quebec, and Boston, Mass.

Parts Case

An ingenious motorist suggests a way of making old battery parts into a convenient case for holding various small parts. The bottoms of several old battery jars are sawed off so that the wells make individual compartments. A number of these cut off jars are fastened into a shallow box with glue and the case is



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The Alley Garage



complete and ready for nuts, bolts, screws, parts of generators, magnets, etc.

Attends School by Airplane

Avalon, Santa Catalina Island, Cal., Oct. 18.—Clyde Opelt, jr., son of an Avalon hotelkeeper, is believed to be the only youth in the country who goes to school in an airplane.

The school he attends is in the San Fernando valley, in Los Angeles county, 50 miles from home. Of this distance 30 miles is over sea. Clyde leaves home every Monday morning in an airplane and returns home the same way very Friday night.

Wins Lover With Dice, But Goes Crazy as He Mourns Rival's Death

Madrid, Oct. 18.—The love of two Gijon fisher girls for Isidro Lafuente, a young blacksmith, has had a tragic ending.

The girls resolved to resort to a throw of dice to determine who should be the sweetheart of the blacksmith, who, by the way, was entirely ignorant of being the cause of this strange ordeal.

Girl Loser Drowns

Twenty-two-year-old Isabel Carrena threw the lower number and immediately renounced her claim to the blacksmith in favor of her rival, Louisa Garcia, who is 25.

A violent gale raged next morning and, at the height of it, Isabel Carrena was seen to put to sea in a frail skiff. The craft was soon in difficulties, but the girl managed to navigate for some time. Then a great wave struck the skiff, which sank before the eyes of a large number of spectators on the beach. Any attempt at rescue was impossible, and the girl perished.

Blacksmith Renounces Love

A letter she had left at her home disclosed the reason for her mad act. She stated in this letter that, having lost her claim to the blacksmith's love, there was only one thing for her to do—to die.

The blacksmith now avers that he was in love with the dead girl and that on no account will he have anything to do with Louisa Garcia.

This has had the effect of deranging Louisa Garcia's mind and she is now undergoing treatment for insanity.

A medicine dropper that also as a bottle stopper has been invented.

BLUNT AMERICAN JARS BRITISH BY SHARP COMMENT

Tells Them He is Sorry for England's Trade Decline, But "Business is Business."

By EARL C. REEVES.

London, Oct. 18.—One of the straightest messages that American business has delivered its British cousin during all the recent months of fears regarding the "American invasion" was brought to England by Sir Herbert Rowell, a member of the advisory council of the ministry of reconstruction.

It was given him by an American shipowner as follows:

"Sorry for British. "People such as myself, who began life as British boys, cannot help feeling sorry for Britain's decline, but as American citizens and businessmen we intend to take every advantage of it. We reckon that you have practically lost the coat export trade."

The "hurtful" thing about this message from American "big business" is that it speaks of Britain's decline as already an accepted fact, as actual, not merely threatened. Big business in Britain hasn't reached the stage yet of facing the decline as "actual." All the discussions are based on the danger of a decline in British foreign trade.

Yet the newspapers are full of news of American achievement in the trade field. The Daily Mail estimated that the orders waiting and filling on the continent of Europe today total \$3,500,000,000. Europe's immediate needs in food materials, supplies, clothing, machinery and other products are more than \$3,000,000,000.

And England must sell for cash, refusing to extend credit. America is extending wide credit to continental buyers, and America is getting the business.

Reasons for Loss.

- The Daily Mail summarizes the reasons for England's lost trade as follows:
1. Transport disorganization, due to lack of railway wagons and engines and slowing down work at the docks and on the railways.
 2. High prices of raw materials, especially coal, upon which this country depends for the motive power of industry.
 3. Labor unrest, which makes it impossible to quote firm prices for goods sold abroad.
 4. Cessation of credits to France, Belgium and Italy, which are buying in the cheaper German market or taking credit from the United States.
 5. Taxation, which is taking half of all incomes over \$50,000 a year, making it impossible for men to develop their business.
 6. High rates of interest or capital, which are hampering the development of new industries started during the war, which should now be kept.

All these things mean high prices, and high prices mean underselling by America, Japan and Germany.

Damage by Storms May Delay Hudson Railroad Two Years

The Pas, Man., Oct. 18.—The railroad from the Pas to the Hudson Bay, which was started several years ago and then stopped during the war, may not become a reality for two years or more.

Capt. R. H. Taylor of the mounted police patrol boat on Hudson bay, has arrived at the Pas, after a long, dreary journey from Port Nelson, one of the two settlements on the west shore of Hudson bay. According to Captain Taylor, practically all of the construction work in the Port Nelson district, tentative terminal for the proposed line, has been wrecked.

Severe storms in the northwest territory which swept the Hudson bay region this summer were held responsible. According to Taylor, even the roadbed has been ripped to pieces. No repair work was attempted.

Omaha Hero Triumphs Over Disability of His Wounds

Robert I. Kutak, Victim of Cantigny, Enters University of Nebraska to Study Business Administration—Already Has Attracted Attention and Won Praise for Article on Fighting at the Front.

Robert I. Kutak, son of Mr. and Mrs. F. J. Kutak, 1721 South Twelfth street, who served 17 months with the 16th regiment, First division, does not intend to allow his disabilities caused by wounds in action at Cantigny to interfere with his ambition to succeed in business.

This young hero, who will be 20 years old next month, has entered the University of Nebraska under the provisions of the Federal Board for Vocational Education, which provides training for disabled service men. Mr. Kutak is taking a course in business administration.

He returned from overseas last January and went into a business college, where he wrote an article on the fighting of the great war, this literary effort winning high praise. His work at the state university already has won the attention of his instructors.



Robert I. Kutak.

Nonpartisan League Chain Store Company Shows Rapid Growth

Fargo, N. D., Oct. 18.—Thirty-one stores operating in North Dakota at present, with expectations that before January 1, 1920, this number will be increased to 38, is the record of the Consumers' United States Stores Co., a nonpartisan league business venture. The company's assets are estimated at more than \$1,000,000.

The man responsible, in a large measure, for the growth of the company, and the directing genius of the corporation, is H. A. Paddock, general manager, who, in little more than two years, has built up a system, that compares favorably with that of other chain store companies in this country. The first store of the company was established at Kenmare, N. D., in November, 1917. The company operates on a cash basis and each contract holder pays \$100 for the privilege of buying merchandise from the stores at a price "not exceeding 10 per cent of the wholesale market price, plus transportation charges." The company has nearly 1,100 contract holders and the greater part of the capital—\$200,000 in cash and the balance in notes—comes from this source.

Butter Shortage in England

London, Oct. 18.—The reason why English people have been reduced to a butter ration of 1½ ounces a week, was made plain today, with the announcement that imports of butter for the year ended June 30, were 70,000 tons as compared with 210,000 in an average year before the war. It may be two years before the supply will reach the normal demand.

Butter sells here at 60 a pound as compared with about 75 cents in France, Switzerland and Germany and \$1.25 in Italy.

Woman Matador Has Record of Killing 3 Bulls in 30 Minutes

By International News Service. Lisbon, Oct. 18.—The bullring might be considered as the one remaining strip of forbidden territory to a woman. Nevertheless, Portugal now possesses a woman matador who yields in nothing to her male colleagues.

Her name is Uana Matestei. As a mere child she was fired with the determination to enter the arena, and she soon became an insatiable reader of stories concerning the bullring.

Ultimately Marcelo Costa, a Portuguese champion, captivated by her pluck and her beauty, offered to train her gratuitously. She made her appearance in the arena at Oporto, displaying a courage, dexterity and coolness amazing to her audience.

Within half an hour she killed three extraordinary fierce and powerful bulls and raised the enthusiasm of the public to such frantic heights that streams of money, jewelry, flowers and other offerings were showered upon her. Her last season's earnings amounted to \$7,500.

Mexican Police Chief

Mexico City, Oct. 18.—Prior to leaving for a visit to his home state of Coahuila, President Carranza announced the appointment of Gen. Francisco L. Urquiza as secretary of war and of Gen. Pablo Gonzales as "jefe de la plaza," which gives him jurisdiction over all federal forces in the capital.

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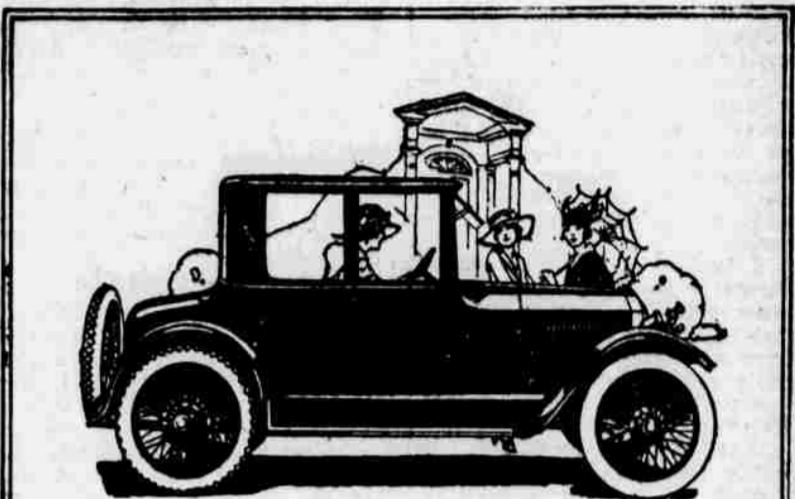
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