

May Production of Hudson-Essex to Break Record

Guy L. Smith, Local Dealer, Says Output Will Eclipse That of March 1920.

"May production of Hudson and Essex cars will be the greatest in the company's history, eclipsing even the totals hung up during the unprecedented buying of 1920," says Guy L. Smith, local Hudson-Essex dealer. Production is certain to be considerably higher than for March, 1920, hitherto the banner month. "Despite this, shipments are not keeping pace with orders," says Mr. Smith. "Throughout the country salesmen are forced to tell buyers that they must wait until July or August for delivery. The volume of demand has exceeded what even the most optimistic would predict three months ago. Consequently, actual shortages in materials are holding back bigger production. Many distributors are asking that their monthly allotment be tripled."

"May production as planned is 8 per cent greater than for April, when the factory was operated at what at that time was full capacity, and nearly 100 per cent more than for February when the last year's output was under way. Production for the first four months of 1922 was 149 per cent greater than for the same period last year. Before the end of June, more Hudson and Essex cars will have been manufactured than for the entire 1921 year."

Maxwell Production Shows Vast Increase

According to an announcement made Tuesday by William Robert Wilson, president of the Maxwell Motor corporation, production of this company for the first quarter of 1922 was slightly more than 140 per cent more than for the first quarter of last year.

"Our business has shown a steady and gratifying increase ever since the announcement of the new series of the good Maxwell last November," said Mr. Wilson, "and during April the demand for this car so far exceeded our greatly increased production efforts that we entered May virtually six weeks behind on orders. "Every effort is now being made to care for the urgent requests of our dealers for the first of our production for May will be considerably ahead of April with a still further increase assured for June."

"We are now at the high mark of our employment in the various plants of the Maxwell Motor corporation, and more men are being added daily to assure increased production."

"About 2,500 have been added to the payroll since the first of the year. Many departments are working day and night and much new machinery has been installed to stimulate production."

"All our reports from the field indicate that the prosperity of the motor car industry is due to continue and we are preparing ourselves accordingly."

Sales of Truck Throw Sidelight on Business

An interesting sidelight on business conditions in general, and particularly in the automotive field, is found in the figures shown by the International Harvester Company of America on the sale and delivery of International motor trucks this year.

Up to April 1, a total of 1,651 carloads of International motor trucks have been shipped from the truck factories at Akron and Springfield, O., to be delivered to purchasers. Of the total 892 carloads were shipped west of the Mississippi river and 759 carloads were delivered east of the river. These carloads would make a single train 14 miles long or 33 average trainloads of 50 freight cars each. The freight charges alone approximate \$247,000.

If all of these trucks were placed in service at one time they would be capable of moving the 12,000,000-bale cotton crop of the United States the average haul, in 20 working days. The mileage to accomplish this task would amount to 10,000,000 miles, a distance equal to 400 times around the earth at the equator.

In giving out these figures the sales department indicated that the satisfactory growth in truck business was partly due to the free inspection service which has been in force at the 93 company branch houses for over two years.

Eppley Buys Cadillac After Thorough Test

E. C. Eppley, owner of the Eppley Hotel company, tried out a Cadillac last week.

Mr. Eppley told J. H. Hansen, of the H. Hansen Cadillac company, that he would like to drive to Lincoln to see how the car worked before he purchased one. The start was made about noon, and after Mr. Eppley had inspected his hotel properties in Lincoln, Mr. Hansen suggested that they go through Sioux City, where both men have many interests.

Before night the Cadillac arrived at Sioux City, having made stops at David City, Columbus, Norfolk and other points. Mr. Eppley inspected the Evans hotel at Columbus, one of his properties, and when he arrived at the Martin hotel in Sioux City, which he also owns, he made the remark that he started for Lincoln to return to Omaha the same day, and now he had covered a great part of the state of Nebraska, had seen all his properties enroute and had time to spare. He didn't hesitate to sign the order any more than the car resulted along the road.

Read The Bee all the way through. You will find it interesting.

Russian Nobles Work and Play to Eat

By BASIL D. WOON, Universal Service Staff Correspondent.

Paris, May 13.—An American tourist drove his touring car, spattered with mud after a three-day journey from the Riviera, into a large garage on the Avenue des Ternes, Paris. It was after midnight, and the only person in the garage was a white-haired man of erect carriage and patriarchal mustache, who wore overalls and carried a hose.

"I want my car washed and made ready for tomorrow morning," said the tourist, who was also a magazine writer of some repute. "Here," and he tendered a ten-franc note.

The old man took the money, and as he did so something in his manner caused the American to look at him more closely. Whereupon he stepped back, dumfounded.

"Pardon me," he said, "but haven't I met you somewhere before?"

The old man smiled. "You have," he answered. "You were my guest at Smolensk in 1915."

The car washer was General of Division Krasnikov, whose stand at the Priep marshes in 1916 made his name adored throughout Russia. He has left the garage now for a job that pays a few francs more a week. Wealthy Americans bow to him as he opens the doors of their limousines before a famous jeweler's of the Rue de la Paix.

Two were school chums together at St. Petersburg.

And the Finn and the floor washer sat down together in the world's most expensive restaurant.

The usual crowd had gathered around a moving picture operator preparing to "shoot a scene" before the Biarritz casino. Principal among the actors was a tall, dignified bearded man in a frock coat and silk hat. He moved and acted so naturally that a passerby was moved to admiration.

"That fellow, there," he exclaimed to a fellow onlooker, "he looks the part all right. Anyone would take him for a grand duke."

The tall man heard the remark and quietly smiled. He was entitled to that smile. He was the Grand Duke Alexander.

Chanel, the great Parisian dressmaker, has a large workroom in which she employs 30 or 40 seamstresses and cutters, including several experts on embroidery, of which the house makes a specialty.

In December the first cutter introduced a quietly-dressed newcomer to the staff.

"Mademoiselle is to learn embroidery," she said. "You girls will please show her our methods."

The new seamstress was amiable, polite and willing to learn, but talked with just the faintest accent. She was, she confided, a Russian refugee who had lost all her money and had to work to live. Though she tried to be one of them the other girls were quick to jealousy and believed her quiet endeavors to be agreeable were conceit and condescension. So they put her to picking

up pins from the floor and it was several days before she had sufficiently warmed her way into their friendship so that they agreed to teach her what they knew.

Then she quickly astonished them by her talent and aptitude, not only in actual sewing but in designing also. Once more they grew cold toward her, believing that she was the precursor of other Russians who would eventually "get their jobs." But at the end of a week the new hand had apparently learned all that was necessary and departed.

And in January of this year the erstwhile seamstress resumed her proper quality. Her Imperial Highness Grand Duchess Marie, highest ranking grand duchess, aided by her week as a working girl, opened an embroidery establishment at 48 rue Francois Premier, Paris.

The grand duchess called her atelier "Kitmir," after a friendly dog. Kitmir is a lucky word in Russian mythology and has already proved a fortunate choice. The establishment has more orders for the beautiful embroidery it turns out than it can furnish. Charles Kurzman of Fifth avenue, New York, a famous expert on fashions, told me that the Kitmir designs will have a worldwide influence on this year's styles. When I mentioned this to Grand Duchess Marie she brightened hopefully.

"I do hope he's right," she said. "You know we are doing this primarily to help other refugees—all our working girls are exiled nobles—and to add to the funds for the hospitals and schools we have founded in Paris. But we're quite serious about it and we are determined that, if we can't rule Russia, we are at least going to have a good try at leading the world of women's wear."

The Grand Duchess is a simple lady—the reverse of the haughty aristocrat of fiction. She is small, slight, dark and full of a nervous energy driven by an indomitable will, and she is at the head of nearly all projects designed to add the stricken refugees from Russia. Besides directing "Kitmir"—where she does nearly all the designing herself—she is chairman of a score of committees and runs a sort of employment bureau which has found hundreds of penniless exiles employment.

As I was talking to her a handsome young man with blond hair brushed back from his forehead came and stood in the doorway.

"Here's a design I just finished," he said, diffidently.

"Pretty good," said the Grand Duchess, critically. Then, to me: "Oh, by the way—meet my brother, Grand Duke Dimitri."

Dimitri has the name of being the handsomest grand duke extant. He is an eager young chap with a frank way about him. He is also an inventor and has started an office where ex-Russian officers can work at solving mechanical problems. Before the war he was possessor of the fourth largest Russian fortune. Last August he refused to play bacarat at Deauville because he did not "have the cash."

Grand Duchess Marie smiled when I expressed my admiration of her exquisitely designed embroidery, samples of which hundreds of American society women will wear this summer.

"I always liked to fiddle with a needle," she said.

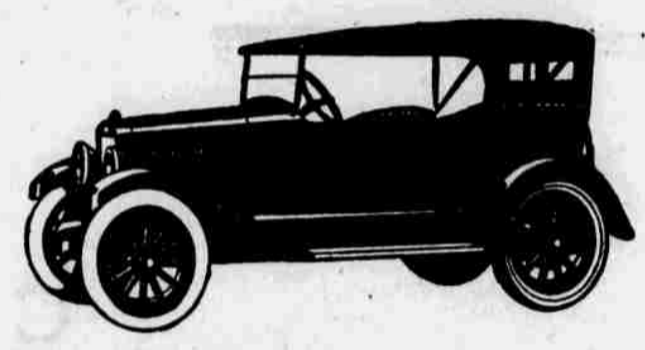
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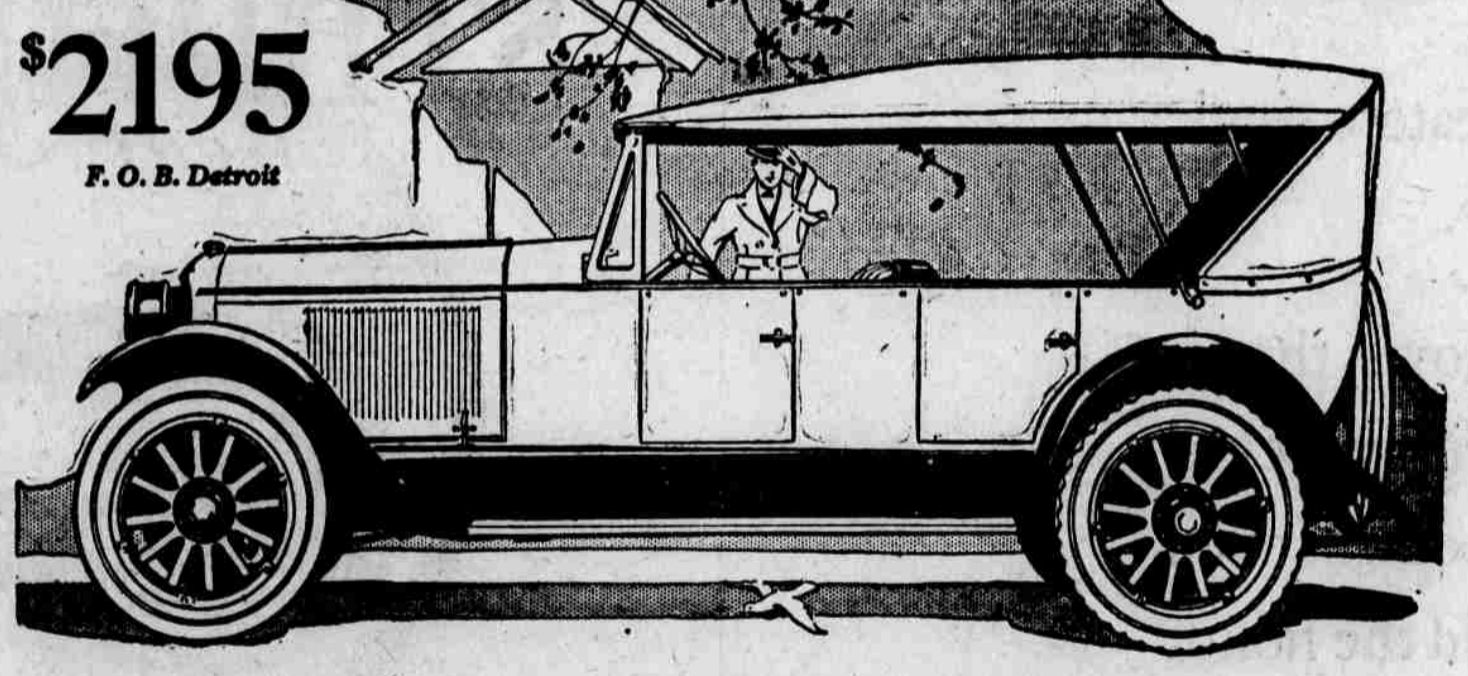
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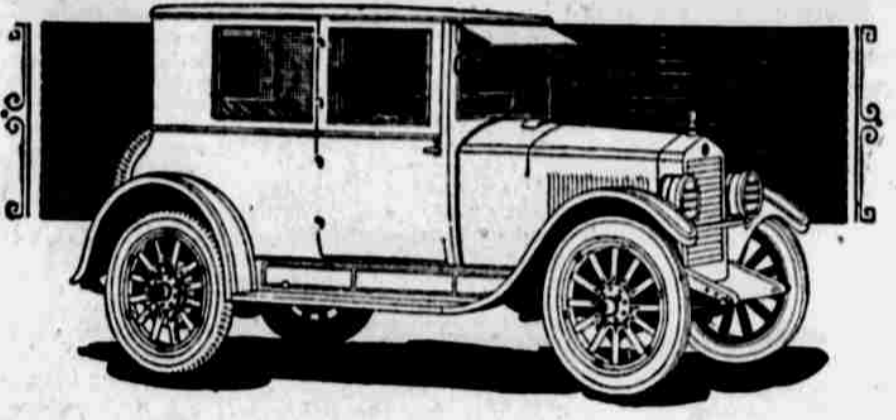
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