

PAGE 6

## RISE SHOWN IN MARION COUNTY CAR PURCHASES

11,391 New Autos Registered January-June, Report Discloses.

A total of 11,391 new automobiles were registered in Marion County in the first half of 1936, it was reported today by the Indiana Clipping Service. During the same period in 1935, only 8609 new car registrations were made.

Sales in the county during June showed marked increase over the preceding month and over June, 1935. Last month's new car registrations numbered 2266 compared with 1974 in May, 1936, and 1659 in June, 1935.

Chevrolet led sales in the first six months, and in May and in June, the report showed. The half-year total for Chevrolet was 2884. Ford ranked second with 2567. Plymouth was reported as third best seller with a total of 1637.

Ford led the field for the first six months of last year with 2688; Chevrolet was next with 1933, and Plymouth was third with 1305.

### Car Sales Listed

Other car sales for the period, Jan. 1, 1936, to July 1, 1936, in Marion County were as follows: Dodge, 981; Oldsmobile, 825; Pontiac, 521; Buick, 348; Terraplane, 324; Studebaker, 315; Packard, 244; Desoto, 233; Chrysler, 153; Hudson, 85; Graham, 52; Cadillac, 43; Nash, 38; LaSalle, 34; Lafayette, 34; Lincoln-Zephyr, 27; Auburn, 21; Willys, 17; Reo, 11; Lincoln, 10; Hupmobile, 7; Cord, 4; Henney Hearse and Pierce-Arrow, 2 each.

Truck registrations in the county for the six-month period totaled 1470, compared to 1151 for the same months of last year. Chevrolet, Ford, Dodge and International led in the order named, in number of sales.

## INDIANAPOLIS YOUTH IN AIRPLANE MEET

James Cahill Represents U. S. in Model Contest at Detroit.

*Times Special*  
DETROIT, Mich., July 1.—James Cahill, Indianapolis, was one of the six youths who represented the United States in the finals of the Wakefield International gasoline-powered model airplane contest at the Wayne County airport here today.

Vernon Boehle, also of Indianapolis, was an alternate for Cahill. Hundreds of models, with motors so tiny they are fueled with eye-droppers, were shown at the meet. France, Great Britain, Canada and the United States were the principal nations represented.

## PAVING IS TO BEGIN

Commission Awards Contract for Gary Road Building.

Concrete paving on State Road 20 near Gary, is to begin in a few days. A contract to pave 1.9 miles was awarded yesterday by the State Highway Commission to Bontrager Construction Co., Elkhart, on a bid of \$138,494.90. The stretch is to be completed by Nov. 1.

## HOUSE OF SHADOWS

by Ida R. Gleason

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(Continued from Page One)

him, the door behind her opened, and a tall young man came eagerly toward her and took both her cold hands in his.

"Nick! I—I didn't know you were here. I didn't hear you come in."

"Because I came through the garden. Cut across from the garage. The maid opened the French window for me. Are you glad to see me, Claire?"

He kissed her fingers as he spoke, then stood looking down at her, his flashing dark eyes admiring every line of her. "You're prettier every time I see you."

THE girl freed her hands with an uneasy little gesture.

"Of course I'm always glad to see you, Nick," she answered. "You've been awfully good to me. I don't know how I could have gone through everything without you, but—"

She jarred back against a small table, crashing a delicate Dresden figure to the floor. It lay shattered into bits. She gazed down at it dazedly. It was like her own world—the world that had always been so beautiful and safe. Smashed into broken pieces.

"But what, Claire?" he persisted. "You know I'm crazy about you and want you to marry me. Why won't you say you will? You're the loveliest girl I've ever known—and the coldest. Can't you like me a little, dearest?"

Claire looked regretfully at him. Certainly he seemed everything a girl could desire, as he stood there pleading with her. Handsome, young and ardent. Yes, she was a fool, yet—

"I do like you a lot, Nick," her voice was sincere. "I like you but—oh, don't ask me now. I don't know—I'm so uncertain about everything. I'm going up to the mountain house for a few days. Maybe when I come back—maybe later, Nick, dear—please!"

WITH a choked sob she turned and ran out into the hall and upstairs to her own room. Crumpling in a heap before her dressing table, she pressed small, clenched fists to her cheeks. "I can't—I just can't! I must find some other way out." The words ended in tears.

"Claire, honey!" An elderly maid's startled face appeared around an open closet door. She hurried to the girl and put her arms about her, every inch of her rugged gauntness bristling with maternal protectiveness.

"Tell Hannah all about it now, child." She smoothed Claire's rumpled curls as she had done years before when she was nurse to the motherless little girl. "Any one been pesterin' you?" She poked her cap to a beiligerent angle, her seamed, weather-beaten face glaring defiance.

Claire laughed shakily. Drawing Hannah's head down, she kissed her.

"Don't frown so fiercely, old dear. Any one would think you were still fighting Apaches out on your ranch in the early days. Some scrapper yet, aren't you?" Claire got up and dabbed at her eyes.

HANNAH nodded. "You said it, honey. I am when any one goes tryin' to drop a loop over you."

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Optical Company  
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If you ain't willin'. Go on now, tell me. Is it that Bawn feliah again?"

"Yes," Claire answered slowly. "He's awfully nice and he loves me, but—"

"But you don't want to marry him," Hannah finished the sentence for her. "Well then, you don't have to."

"But I know Daddy hoped I would, Hannah. Nick was very close to him, had even loaned him a lot of money, and we can't pay it back."

"Listen, child," Hannah broke in. "Your father was the best man in the world, bar none, but just because he was so darn good himself, he was a mere babe in arms when it came to some other things. Now you've got your own life to live, and he's gone. It's all bosh bein' tied up by dead folk's wishes. Nobody oughter try to run the affairs of the living from the grave. How about tryin' to unearth that blasted jewel your Uncle Lyman said he hid in the house in the mountains? Wouldn't that help, Claire?"

I WAS just thinking of that, Hannah," Claire looked up eagerly. "Oh, if I could only find it! But we've gone over every inch of the place hundreds of times. Daddy had about decided it was just Uncle Lyman's delirium when he was dying. You know he spoke of it again, but couldn't tell us where it was. But if there really was a jewel, and I could find it, everything would be all right. I could pay Nick and—"

"Then your father didn't know whether he got all you uncle's jewels or not?"

"We've never been sure, Hannah. You know uncle had some wonderful stones. He was an authority on such things. He bought them all over the world on his various travels. But he was always boasting about his 'Jewel of the Rockies,' as he called it."

"He spoke of it again as he lay dying. Said it was hidden in the house, and that we must never let the place go out of our possession. But after we looked and looked without finding anything, we weren't sure whether it was just a fancy or not. You know uncle was dreadfully eccentric."

Managers Express Views  
R. J. Litteer, Eastern Airline manager, said he felt the modern equipment at Municipal airport would prove ample to care for the increased traffic, although he was not familiar

(Chapter I to Be Continued Tomorrow)

## FIREWORKS



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## LANDING FIELD CONTROL HELD AIRPORT NEED

Equipment Would Remove Any Objection to New Hangar, Report.

Modern landing control methods proposed for the Municipal Airport would eliminate any objections commercial lines might have to erection of an Army and Navy hangar, in the opinion of Maj. Charles E. Cox, United States Bureau of Air Commerce division superintendent.

Maj. Cox, who presented the proposal yesterday to Mayor Kern, was told that commercial airlines would be consulted before such a plan would be considered by the city.

Airline managers here today said there would be no difficulties if the control tower being considered by the city is erected.

A suggestion to include additional plane housing space came from L. H. Smith, manager of Transcontinental and Western Air, Inc., who said there is a shortage of hangars at the Municipal port when the larger transport planes are forced to stay overnight.

"Although I would have to refer a final decision to our headquarters," Mr. Smith said, "I think it might be a good thing if a little more money were spent to accommodate larger transport planes. Other ports have no difficulties where Army and Navy planes use city facilities."

The proposed control tower would be able to direct planes taking off and landing, minimizing possibility of collisions.

## 5 ARE KILLED AS BUS SKIDS DURING STORM

Vehicle Overturns, Comes to Rest on Brink of Natural Bridge.

NATURAL BRIDGE, Va., July 1.—A Greyhound bus, carrying 33 passengers through a wild rainstorm across historic Natural Bridge, skidded and overturned today a few feet from the brink of a sheer precipice 212 feet high.

Five of the 33 persons were killed. All of the 28 others were injured, some seriously. Only a sign post advertising the wonders of Natural Bridge saved the big bus and its human cargo from catapulting over the bridge at its highest point.

Two of the dead were women, one believed to be Mrs. Lucy Thompson of Alexandria, Va. The other was unidentified.

J. J. Olderson, the driver, was one of the men killed. Another tentatively was identified as J. P. Hamilton of Birmingham. A fifth was unidentified. The injured in-

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# TO THE PUBLIC AND THE EMPLOYEES in the STEEL INDUSTRY

A CAMPAIGN to unionize the employees of the Steel Industry has been announced.

In order that the employees and the public may know the position of the Steel Industry in the face of the threatened drive, the Industry makes this statement through the American Iron and Steel Institute.

Persons and organizations not connected with the Industry have taken charge of the campaign.

There are many disturbing indications that the promoters of the campaign will employ coercion and intimidation of the employees in the Industry and foment strikes.

The objective of the campaign is the "closed shop," which prohibits the employment of anyone not a union member. The Steel Industry will oppose any attempt to compel its employees to join a union or to pay tribute for the right to work.

No employee in the Steel Industry has to join any organization to get or hold a job. Employment in the Industry does not depend upon membership or non-membership in any organization. Advancement depends on individual merit and effort. These are fundamental American principles to which the Industry will steadfastly adhere.

The Steel Industry believes in the principles of collective bargaining, and it is in effect throughout the Industry.

The overwhelming majority of the employees in the Steel Industry recently participated in annual elections under their own representation plans and elected their representatives for collective bargaining. The elections were conducted by the employees themselves by secret ballot. One of the purposes of the announced campaign is to overthrow those plans and the representatives so elected.

The Steel Industry is recovering from six years of depression and huge losses, and the employees are now beginning to receive the benefits of increased operations. Any interruption of the forward movement will seriously injure the employees and their families and all businesses dependent upon the Industry, and will endanger the welfare of the country.

The announced drive, with its accompanying agitation for industrial strife, threatens such interruption.

The Steel Industry will use its resources to the best of its ability to protect its employees and their families from intimidation, coercion and violence and to aid them in maintaining collective bargaining free from interference from any source.

AMERICAN IRON AND STEEL INSTITUTE

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