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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 Clipper Service. During the same period in 1935, only 8,609 new car registrations numbered 2,568 compared with 1,974 in May, 1936, and 1,659 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 2,854. Ford ranked second with 2,567. Plymouth was ranked the third best seller with a total of 1,637.

Ford led the field for the first six months of last year with 2,862; Chevrolet was next with 1,983, and Plymouth was third with 1,659.

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, 36; 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 1,470, compared to 1,151 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 \$138,494.30. The stretch is to be completed by Nov. 1.

HOUSE OF SHADOWS

by Ida R. Gleason
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jem, 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 don't you say you will? You're the sweetest 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—

"We've never been sure, Hannah. You know uncle had some wonderful stories. He was an authority on such things and 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."

"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 gauntiness bristling with maternal protectiveness.

"Tell Hannah all about it now, child." She smoothed Claire's rumpled hair as she had done years before when she was nurse to the motherless little girl. "Any one been pestering you?" She poked her cap to a sullen angle, her gaunt, 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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KIRK'S

211-215

W. WASHINGTON ST.

OPEN THURSDAY
and FRIDAY NIGHT

THE INDIANAPOLIS TIMES

LANDING FIELD CONTROL HELD AIRPORT NEED

Equipment Would Remove Any Objection to New Hangar, Report.

with Schoen Field, Fort Harrison, where Army and Navy planes now land.

"The hangar wouldn't bother us at all," Mr. Little said. "The proposed control tower would regulate their traffic as it does now and the equipment here is the best on our lines."

Robert C. Gill, American Airways manager, said the progress of aviation would eventually bring more planes to the local port and he knew of nothing to oppose the proposed hangar. The ports in Chicago, St. Louis, Cincinnati and Louisville cope with the same situation, he said, and no difficulties are experienced.

Suggests More Hangars

By United Press
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, 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-

5 ARE KILLED AS BUS SKIDS DURING STORM

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

cluded Manuncis Bowman, Seymour, Ind.

Tomato Crop 'Excellent'
MIDDLETOWN, Ind., July 1.—Henry County's tomato crop this year appears excellent, according to F. P. Brennan, Middletown Ganneries manager.

Postmasters to Change
GREENFIELD, July 1.—John F. Mitchell Jr., Greenfield, is to be-

come postmaster here today. With the close of business yesterday Roy R. Roudabush, who served since 1932, retired.

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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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