

## A Reminiscence By B. C. Stephenson

Long years ago Grandmother Wall lived with her family in the old "Travelers Rest," which had been one of the early day hotels at the southeast corner of Michigan and Jefferson streets.

Henry Studebaker had retired from the partnership with his brother Clement and had taken up broad acres some distance from the town, acres which are now built up with modern homes and comprise one of the wards of the city. Peter Studebaker had not yet come into the firm and was then located in Goshen, where he distributed Studebaker wagons and carriages and a few farm implements. Jacob was still a cub and starting his college education at Notre Dame. "C. & J. M. Studebaker," as the factory sign read, was then the style of the firm and they were conducting their great wagon and carriage factory of the future, then in embryo state of development, occupying the present site of the Auditorium theater, or about two-thirds of that quarter block. Patrick O'Brien and "Pop" Hogue were the carriage painters. Ike Hogue and Charlie Walterhouse were the wagon painters. Uncle J. R. Conover and Israel Hogue, father of the Hogue boys, were the wood workers. P. F. Ingerson and Billie Rentfrow, wagon makers, and the boys and their picked crew of helpers were at work on their stoop opposite our domicile. John Studebaker in those days would be called "Production Manager." Clement worked at the forge and bossed the wagon and carriage iron workers and at that time the ironing of a carriage was done in a fantastic manner and included many techniques. (If that is the way to spell it.)

The foregoing is to introduce this story.

Grandmother Wall let the tea kettle boil over, and the stove, being unduly hot, one of the stove lids cracked in twain. Grandma appealed to her friendly neighbor, the blacksmith, Clem Studebaker, to repair it. "Clem," as he was familiarly called by the villagers, repaired and returned the lid and offered to charge 15 cents for the job. Grandma was horrified at the excessive charge and in these days would have called him a profiteer. Clem argued that he had carefully repaired the lid and had to pay for the rivet heads in the surface and that the lid was stronger than when new. They chewed the rag, as we now say, and finally they compromised on 10 cents, and the dispute was thus amicably settled and their friendship continued on a brotherly basis.

In the success of the Studebaker brothers, after years, Clem Studebaker never apologized for having been a blacksmith at the forge. Indeed, during the Blaine-Cleveland campaign of 1884 the republicans got up a great industrial parade, and the Studebakers, as usual with all their undertakings, turned out the larger portion of the floats. On one of the parade committees, Clem put on a blacksmith's leather apron and a "hickory" shirt, open wide at the front, and with the sleeves rolled high for freedom of arm action in the old blacksmith style, he pumped the bellows, hammered the red-hot irons and made his show throughout the two hours of the parade. Mind you, this when the Studebakers were multimillionaires, and Clem Studebaker had not lost the neat trick or the skill of making a horse shoe. Pride! — the Studebaker brothers never knew the meaning of the word though in their later years they traveled widely, but as they traveled always bolstering their business, domestic or foreign, and expanding and extending their production until their agencies encircled the entire globe.

Their rest and recreation was in connection with their business. They mingled with people in America and abroad in exalted position in wealth or attainment, as with those of humble accomplishment and they never grew away from their early friends. The brothers all "died in the harness."

To retrace our step a bit—it is refreshing to recall that Clem Studebaker, known so widely throughout the civilized and half-civilized

## What Will Save His Hair

Says Quick Action is Needed—But it Can Be Done With Simple Home Treatment.



Thin Haired Readers Urged Not to Delay  
—Parisian Sage is Just What is  
Needed.

Thousands of men and women are growing thin hair every day and don't know the reason why. This is indeed a pity, because loss of hair usually comes from neglect.

Few of us get bald in a day and we all know the warning when our hair is thinning out.

Parisian sage is a most efficient hair invigorator, but to immediately stop any hair loss, it must be applied to the scalp. As new growth it must be rubbed into the scalp so the starved hair roots can readily absorb it and get the vital stimulation they badly need. You will surely be delighted with the first application. For hair and scalp should look and feel very much better.

Parisian sage is not expensive. It's a simple preparation and supplies have needed a clean, non-sticky, antiseptic liquid that is sold at drug stores everywhere with guarantee to give perfect results.

Good looking hair is half the battle in any man's or woman's personal appearance. Neglect means dull, thin hair and perhaps baldness, while little attention and help insure strong and lustrous hair for years to come. No matter what your hair troubles, try a Parisian sage massage tonight. Wettick's drug store will supply you.

## Week-End Motor Tours SOUTH BEND TO GRAND RAPIDS 69.8 Miles.

**SOUTH BEND, IND., TO KALAMAZOO, MICH. 69.8 MILES.**

0.0 South Bend, Washington and Main st., court house on right. East with Bolley on Washington st. 0.1 Michigan st., bank on left; meeting cross trolley, left. 0.9 North Shore drive, just beyond long concrete bridge over St. Joe river; right. 1.0 Left-hand street; left onto Alameda av. 5.9 End of road; left. Cross railroad; caution for railroad 9.7. Same thoroughfare becomes Third st. 11.0 Niles, Mich. Third and Main sts. Meeting trolley, right. 11.1 Fourth st., small church on near left; left. 11.5 End of street; turn right onto road and at fork just beyond keep right, passing green on right. Avoid left-hand diagonal roads, 11.6-12.0. Fork; keep ahead with travel. Avoid left-hand road 15.3. 15.4 Three corners just beyond small iron bridge; bear left. Summerville, four corners, stores right and left. Right. Avoid left-hand diagonal road 17.3. 19.1 Pokagon, left-hand street at railroad station right. Turn sharp left. Fork; right. 25.1 Irregular four corners; bear right onto Main st. (double drive.) 25.7 Dowagiac, Main and Front sts., at park. Left onto Front

world should have once worked at the forge and repaired a stove lid as a part of his legitimate occupation and income.



### Decker's Auto Trim Shop

304 EAST LASALLE AVENUE.

Fifteen years of top and slip-cover experience with the best line of top material in the city.

You positively must be satisfied or we don't want your money.

26.0 Fork, green in center; left, still on Front st. 32.9 Right-hand road, beyond small stone bridge; right. 33.8 Four corners; left. 34.3 Right-hand road; right. 35.3 End of road; left. 35.8 Fork, corner sign on left; right. 46.1 Four corners, small wooden school on far right; right. 46.8 End of road; sign on right; left. 50.4 End of road; left onto concrete. 50.8 End of road, water trough on right; right. 51.3 Paw, Main and Kalamazoo st., bank on near left. Straight through on Main st. Fork, left with travel onto Territorial rd. 52.8 Four corners, wooden church on left; left. 54.8 Three corners; curve right with travel. Through Almena, 57.0. 60.8 Four corners, church and cemetery on far right; right, keeping left at fork, both. Pass small lake on right, 63.7. End of road; right. Pick up trolley 63.5 and follow tracks onto Main st., across railroad 69.3.

69.8 Kalamazoo, Main and Ross sts., court house on left. North with trolley on Ross st. Caution for railroad 6.2. 0.4 North st., meeting trolley, left. Cross railroad 0.8. 1.1 Irregular four corners; right with trolley onto Douglas av. Cross railroad 2.0.

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## Automobile Owners Attention

The MOTOR INDEMNITY COMPANY announces that it is writing policies and has now 1,000 risks.

This is the home office and is composed of some of South Bend's most influential business and professional men.

Patronize a home company. Get quick adjustments. Rates very reasonable to South Bend people.

### OFFICERS AND DIRECTORS:

F. J. Bickelhaupt, Studebaker Corporation, President. H. W. Clark, Clark's Laundry, Mishawaka, Vice President. O. A. Clark, Kable's Restaurants, Vice President. A. L. Gillom, Attorney, Secretary. Thomas and Wilekden, Studebaker Corporation, Treasurer. E. M. Morris, Atty. and Pro. Assoc. Inv. Co. Manager. R. C. Shanklin, Physician, Director. Tom Snow, Local Agent.

Get our rates before insuring. Safe, sound and secure. Rates most reasonable because all business handled from home office. We want your insurance. We write all risks.

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363 FARMERS TRUST BUILDING

## British Buy Many Autos In America

**LONDON, April 17.—**"These are critical times," is the conclusion of a writer for the London Times, who has been sent to America to investigate at its source the danger of an American invasion which will baffle the development of the British automobile industry.

"At the present moment the public, utterly disgusted with the enforced wait for cars it ordered from British factories months ago, is ready to buy anything which will convey it about its business. In many cases British cars are preferred, but the chief demand, which has so nearly wrecked British trade had given their effect, patriotism as well as personal inclination are being sacrificed.

"Today we will buy anything we can get at once. And here lies the ultimate test of both American and British cars."

It is the first impressions gained from cars bought in a hurry, from whatever nation is able to deliver immediately, which will determine the future purchasing point of the automobile buyer of Britain, the Times writer concludes.

He gives warning to the British manufacturer:

"There is no comparison between the engineering of last year's cantonment buildings, similar to those used by the United States government at Camp Sherman, Chillicothe, O., for the training of soldiers. They are faster, more powerful on hills, better designed, far more solidly constructed, more comfortable and wheels a day.

The new factory will be a one-story brick and steel structure, 250 feet wide and 650 feet long, and will accommodate 500 workers.

It is expected that the new rim factory will be completed about July 1, at which time the present rim department of 600 daily capacity will move into the new building.

The remainder of the 200 acres

will be used for storage warehouses

for the erection of last year's cantonment buildings, similar to those

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