

**HUPP REDUCES PRICES**  
REDUCTION IN EIGHT MODELS BRINGS MANY ORDERS

The totally unexpected and sweeping reduction in price of \$180 on all Hupmobile Eight models, effective May 25, has resulted in a new flood of orders for the car which has necessitated still larger production to care for the demand. Hupp Motor Car corporation executives said yesterday. Orders received at the factory since the announcements have reached and maintained the highest level in the car's history, it was reported.

This reduction is over and above the \$50 reduction on the two and four passenger coupes, recently made effective.

"Our Eight, within five months, has set records that we fully expected it would take a year or more to attain," O. C. Hutchinson, Hupmobile general sales manager said. "First of all, it was given a reception by the public probably greater than that ever accorded another high quality motor car. Next, it proceeded rapidly toward the top in sales among all cars of the eight-in-line type. Today it is the world's largest selling eight-in-line car and is growing faster than ever before. The public itself, with a demand far beyond the production volume on which prices were originally fixed, enables us to make this sweeping reduction."

**PRODUCTION IS GAINING**  
LARGE INCREASE OF CARS AND TRUCKS IS GIVEN

Automobile production during April is estimated at 420 thousand passenger cars and trucks compared with only 362 thousand the month before and 368 thousand a year ago, the increase over a year ago being 14 per cent. April production set a new high mark for a month's output, the largest previous record for any month being 404 thousand passenger cars and trucks made in May, 1923, which total included Canadian output. Automobile deliveries in consumption are now the heaviest ever known and prices are between 25 and 30 per cent below prewar.

**MOTOR TRIPS ABROAD**  
The Most Famous Triumphal Arch  
ONE OF A SERIES OF TRAVEL TALKS

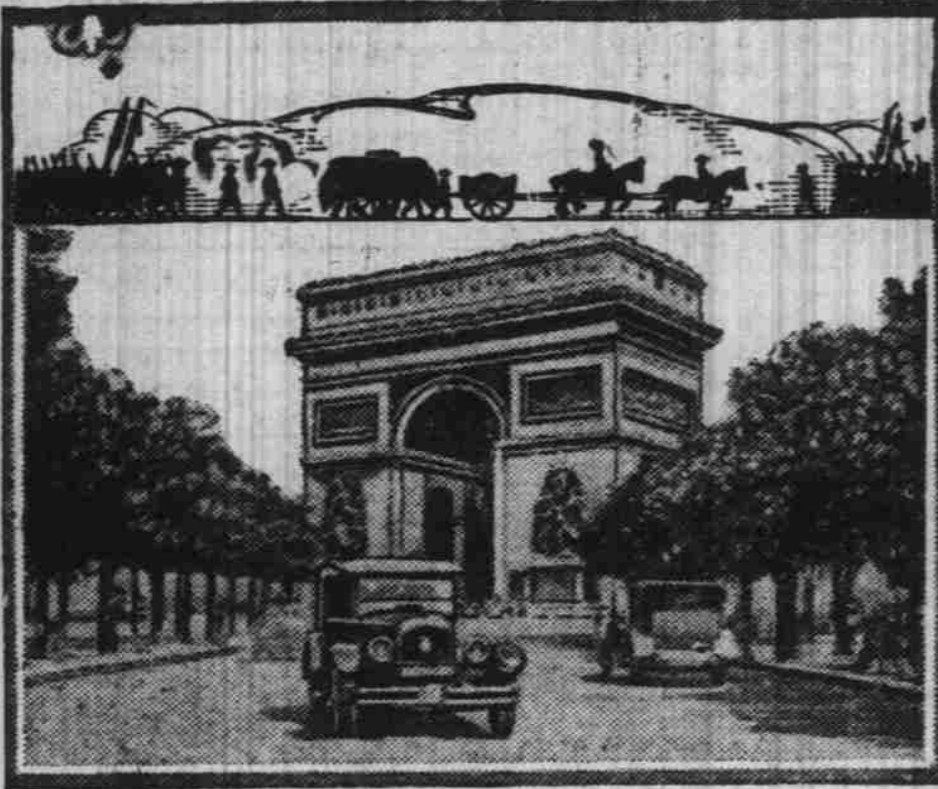


Photo Courtesy Marmell and Chrysler Motor Corporations

It is beneath this arch that France buried the body of her Unknown Soldier

NEXT to the Eiffel Tower the famous Arc de Triomphe de l'Étoile in Paris is best known to those who have never had the good fortune to visit the wonder city of France. This is the largest triumphal arch in existence and was begun by Napoleon I in memory of his victories in 1805-6, and completed by Louis Philippe in 1836. The arch itself is 96 feet high and 48 feet wide. The structure as a whole is 162 feet high. The picture above was taken on the Champs-Élysées, showing the famous trees on either side.

**New Regulations Needed**  
Say German Navigators

BERLIN.—Discussing whether rotorships shall be treated as sailing vessels or steamships in applying naval regulations to them, German navigators at a recent meeting were of the opinion that a new set of regulations will be necessary. It will be quite impossible, it was agreed, to treat them as other than rotorships in deciding how they shall be governed when they meet sailing or steamships. The federation of German navigators also decided to call the new craft "Pleasureships," as the name rotorship is too easily confused with motorship.

Oarsman to Study Medicine

LONDON.—W. P. Mellén, the American Oxford student-oarsman, has entered St. Mary's Hospital as a medical student. He stroked the winning Oxford crew in 1923 and the losing crew last year.

The Statesman cover county news more thoroughly than any other paper in Marion county. Our special correspondents do it.

**DEMAND FOR CARS HIGH**  
CHEVROLET FACTORY FAILS TO KEEP UP WITH DEMAND

High automotive production will continue well through the second half of 1925 it is expected by R. H. Grant, sales manager of the Chevrolet Motor company, who has spent three months of the current year visiting in direct contact with Chevrolet dealers. His travels have taken him to most of the large cities and more than half the states.

"Demand for cars, which even before this time last year was beginning to slacken, still remains strong," said Mr. Grant. "The sales peaks and depressions of former years are beginning to flatten out. The automobile has become a year 'round product, particularly since the closed car grew to such favor. Seasonable variations in demand are becoming less marked."

"No one section predominates as a present or prospective market for automobiles. Sales throughout the entire country reveal a gratifying steadiness and uniformity of demand. And improvement of the agricultural situation, particularly in the southwest where the drought has broken, indicates that thousands of farmer-purchasers will help sustain the demand during the latter part of the year."

"It is not improbable that demand will increase slightly in the near future and then remain unchanged for some time, still at a comparatively high level. This possibility, however, will have slight effect upon production, especially among the large companies."

**MANY CARS ARE STOLEN**  
MEANS TO PREVENT THEFT OF AUTOMOBILES VIEWED

"American inventive genius can surely find some way to cut down the number of stolen automobiles," said Walter P. Chrysler, president and chairman of the board of directors of the Maxwell and Chrysler Motor corporations, recently. "The activities of automobile thieves were nearly 50 per cent greater in 1924 than they were in 1923 and more than 100

per cent greater than they were in 1918.

"In 28 cities there were stolen in 1924, 57,771 motor vehicles. Of this number 47,484 were recovered. Seventeen per cent of the total number stolen were not recovered."

"There should be a way to mark a car in such manner that it can be identified easily. That mark should be counterfeited proof if inventive genius can make it so. It should be so placed on the car that it cannot be removed."

"The theft of automobiles is a crime vast in its proportions. The number of cars stolen increases from year to year. Now there probably will be no way to check the theft of cars entirely but surely there is some way to cut down the number of cars stolen."

"The cars stolen last year were valued between \$100,000,000 and \$125,000,000. That sum must be cut down."

**Motor Vehicles Number**  
Days of Berlin Horse Cabs

BERLIN.—The days of the horse-drawn cab in Berlin appear to be numbered and with its passing will go an historic institution of old Berlin. Time was when the different colored "stovepipes" worn by the drivers indicated whether the cab was first, second or third class. Now there is only one class, and that is thoroughly dilapidated.

The few remaining cabbies are well beyond 60 and their numbers will not increase as new licenses are issued only to motor driven vehicles. Owners of horse cabs have a hard time making a living as there is little call for their vehicles except at the arrival of trains, when all the automobiles and taxicabs are engaged.

**ITALIANS TOLD TO BEHAVE**

ROME.—A stern warning against attempting to enter the United States by illegal means has been issued to prospective Italian emigrants by Senator Luigi Luiggi. He has pointed out the severe steps taken against clandestine immigrants by the American authorities, and has urged prospective emigrants either to await their turn in the quota or, better still, to go to France or Argentina.

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