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**PARK CITY FURNITURE CO.** pays best prices for second hand furniture. All kinds stove repairing. 713 East Main St. Noble 602-2. 1912a

**ALL KINDS** of second hand furniture; we pay highest prices. 1000 Success Tower, 621 Broad St., corner South Ave. Phone Noble 1125-2. 1912a

**WE PAY HIGHEST PRICES** for a second hand furniture of all kinds. Chas. Oppenheim, 1484 Main St. Noble 1025. 1912a

**FURNITURE** of all kinds. We pay highest prices. M. Gelfand, Success Tower, 621 Broad St., corner South Ave. Phone Noble 1125-2. 1912a

**LADIES' AND GENTS'** second hand clothing bought and sold; also furniture. Mrs. C. Meyer, 419 E. Main St. K. 5174. H14

**WANTED TO BUY** all kinds of second hand furniture. Geo. F. Toombs, Redfield's old stand, 42 Harrison St. Phone 1015-2. D21

**OLD FALSE TEETH**, gold, silver, platinum and diamonds, at market prices. E. T. Goldberg, jeweler, 46 Canton St. Tel. B. 916-2. H30

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**WE BUY** men's second hand clothing. Call at 94 Congress St. Drop postal or phone. W. J. Call. David Gels, Barnum 984-4. H15a

**CLOTHING**—Highest prices paid for men's second hand clothes. Koenig, 867 State St. Barnum 6328. We buy and sell. H22a

**WE BUY AND SELL** all kinds of second hand furniture. Cohen & Peck, 235 State St. Bar. 4987. G12a

**BEST PRICES** paid for all kinds of second hand furniture. George Dukas, 261 State St. Phone Bar 1084. H14

**WANTED TO BUY**—Upright Piano, also Victrola and Graphophone. Will pay cash; state price. Box E. care Times. A 77

**BEST PRICES** paid for all kinds second hand furniture. Louis Fode-man, 1449 Main St. Bar. 1028. H14

**W. LIEFF & SON**, dealers in scrap metal, rubber, rags and paper, 616 Main St. Barnum 1627. H14

## MOTOR TRUCKS OVERCOME OWN FUEL PROBLEMS

### Handle Distribution of Many Gallons Daily by Auto Trucks.

The immense problem of supplying the world with gasoline for use in automobile vehicles is best illustrated by the fact that there are over 6,000,000 motor vehicles in the United States today, and the demand is far out-reaching the supply. The allied countries of Europe have 350,000 motor vehicles. In 1917, in the United States alone there was one motor vehicle to every 13 persons. These figures, compiled recently by the research department of the Federal Motor Truck Company of Detroit, Michigan, give a fair estimate of the immensity of the distribution problem in the oil and gasoline industry.

In the city of Chicago, there is one vehicle to every 33 persons. Every one of these cars or trucks must have its ration of gasoline to enable it to make mileage. A minimum of 2 millions of gallons per day, which is very conservative, makes over 12,000,000 gallons to be distributed. In addition to this the gasoline must be distributed from roadside stations from one end of the country to the other. In every big city there are thousands of oil stations—throughout the rural districts they are dotting the landscape and now even the "general store" at the cross roads has its gas station.

The problem of supplying gasoline to these stations has been successfully solved by the motor vehicle itself. It has worked out its own salvation. As an illustration of the immense organization and business equipment which is necessary to permit us to buy gasoline conveniently let us tell you of one convenient central distributing station in Chicago.

This station—the Standard Oil (Indiana) plant at 1256 So. Leavitt Street, Chicago, employs 150 men. Here more than 200 motor trucks are serviced, rebuilt, new bodies made for them and the whole organization works 24 hours per day to keep the trucks on the job—supplying gasoline to the roadside stations of this company in Chicago. With the system utilized by this company, this plant is able to instantly repair a damaged truck; thus the truck is idle a minimum time and the gasoline is kept going into the capacious maw of the motor vehicles tank.

All this is done to supply Chicago with motor fuel. It is only a typical example of what is being done in every part of the United States. Upon its operation and efficiency depends to a certain extent, the low price of gasoline and the constant quantity of gasoline which must meet the demands of our millions of motor vehicle owners.

While the Reds are agitating on soap boxes, their wives are at home splitting the face splitting wood.

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**ATTENTION, Building Movers**—If you would be interested in a job of moving a number of tenement houses in Waterbury, Conn., drop a line at once or see B. C. Atwood, 236 Grand St., Waterbury, Conn. H4

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**HOUSEHOLD Furniture** of all kinds. Office furniture, stock of goods and merchandise, every description bought. Let us quote you prices if you have anything to sell. Spot cash. Bridgeport Auction Sales Co., 238 Fairfield Ave. H6

**CHOICE WINTER POTATOES FOR SALE**  
**WM. F. DORSEY**  
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 TELEPHONE FAIRFIELD 109-3.  
 To be sure you get my potatoes see that the name of Wm. F. Dorsey is on the wagon. H14

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 Apply Employment Office  
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## UNITED STATES CHIEF SOURCE OF COAL SUPPLY

### More Than Half Resources of World Located in America.

The United States will soon become the chief source of coal supply for other nations of the world is the belief expressed in the November issue of Commerce Monthly, the magazine of the National Bank of Commerce in New York.

It is pointed out that this country, although it produces more than half of the world's coal, has in the past left the export trade domination in this commodity to England, whose deposits are but a small percentage of ours. England, however, with production dwindling as a result of the war and her labor unrest, seems inevitably bound to yield place to us.

"More than half of the total coal resources of the world are located in the United States." During the past ten years, production of coal in the United States has developed remarkably, showing in 1918 an increase of 22 per cent. over the average production during the five years 1914 to 1918. The most rapid increases in production have taken place in Illinois and West Virginia, the output of the former of these states for 1918 being 31,000,000 tons and of the latter 24,000,000 tons over the 1909 to 1913 average.

Pennsylvania increased her bituminous output 22,000,000 tons as compared with her average of 1909 to 1913 and anthracite production for 1918 was 15,000,000 tons over the average for the same period.

"While American coal production in 1918 broke all records, output for the current year will be far below that level. If the present rate of output is maintained, anthracite production will be about 75,000,000 tons and bituminous production 432,000,000 tons, a total 508,000,000 tons, the lowest production since 1915. It is believed that anthracite production is adequate, but at the present time it is not possible to determine whether or not the country faces an actual shortage of bituminous coal during the coming winter.

The acute problem is not, however, the domestic but the international coal situation. The present coal shortage in Europe is due to many causes, chief among them being shortage of labor, reduction in hours of work, and more than all, a general state of industrial unrest and disorganization as a result of the war.

These factors have all contributed to an enormous increase in the cost of production, variously estimated at from 75 to 150 per cent. over the cost of production in 1913. Prior to the war, the coal importing countries of Europe were supplied by Great Britain, Germany and, to a small extent, by Belgium.

Although Germany was bound under the Peace Treaty to deliver 42,000,000 tons of coal to France in the next six months, she was not able to furnish this amount and the requirement was reduced to 20,000,000 tons. Belgian coal production is proceeding at a satisfactory rate. Her small exports, however, are not a factor in meeting the European situation. Great Britain has been the world's greatest exporter of coal both in the form of coal for bunkering, and exports in the strict sense.

"British production which in 1913 was 27,000,000 gross tons, decreased to 22,000,000 tons in 1918. Sir Auckland Geddes, president of the Board of Trade, states that for the twelve months beginning July 16, 1919, when the miner's seven hour day came into effect, the production of British coal will be approximately between 214,000,000 and 217,000,000 tons. Even if the amount of coal retained for home consumption were kept down to 196,000,000 tons, the strictly rationed basis of 1918, there would be available for export only about 20,000,000 gross tons.

Not only is the ability of Great Britain actually to produce coal for export and ship bunkers curtailed, but the price of coal is now so high there as to open the field to all competition, and especially to competition from the United States.

"Although the foremost coal producing nation, our exports of coal have never been large. In the five pre-war years, 1909 to 1913, our exports averaged only about 16,000,000 tons, the greater part of which went to Canada. Whether in the immediate future we are able to supply the coal which Great Britain cannot furnish will depend partly on our ability to increase bituminous coal production, that being the kind primarily needed both for export and for ship bunkers. It will also depend on obtaining adequate tonnage. Whatever the outcome of the present situation, it seems inevitable, however, that in time the United States will assume in the coal export trade and in the business of bunkering ships, the position to which her coal resources entitle her."

## OLD REICHSTAG BUILDING AGAIN IN GOOD SHAPE

Berlin, Nov. 5.—(By The Associated Press.) The Reichstag building has undergone a rigorous renovation and has been pronounced again fit for Parliamentary occupation. The work occupied nine months. In ridding the great gilded-domed edifice of all traces of the revolution the largest caliber vacuum cleaners, the most powerful of disinfectants and the deadliest of vermin exterminators were employed.

While in addition to the damage it had undergone, the building contained so many reminders, unpleasant recollections of the days when civil war was waged in Berlin the National Assembly had a reasonable excuse for prolonging its sojourn in Weimar. But now that disinfectants and vermin-exterminators have completed their work such excuse no longer exists.

## BRAZIL FORCED TO DEVELOP HER OWN INDUSTRIES

### Field Marshal Lord Haig Now Kingston Earl

Brazil, which in past years imported a large variety of manufactures from the United States, has been forced by war conditions to develop industries of her own until she is now rapidly growing self-sufficient, the National Bank of Commerce in New York says in the November issue of its magazine, Commerce Monthly. The article says in part:

"More than one-third of the total imports into Brazil during 1918 came from the United States. What share of this consisted of manufactures is not yet known, but in 1917 more than half of the total imports from this country was made up of manufactured goods. While the war has increased our productive capacity until we feel the necessity of finding a market for our surplus manufactured product, it has exerted an equally stimulating effect upon Brazilian industry. The development which has taken place in that country since 1914 would serve as a classical illustration of the steps by which industrialization occurs in any country.

"As war cut off the imports of textiles and clothing, Brazil set out to clothe her own people. Now the major portion of Brazilian cotton is consumed at home. Between 1915 and 1917 knit mills for the manufacture of knit goods were established in Sao Paulo, and more than seventy textile mills of all classes are in operation in that state alone. One million, two hundred thousand hats were made in that district in 1916. The output of footwear in Brazil is now 20,000,000 pairs a year. A large number of plants for making preserves, sweets and chocolates have begun operation. Corn milling and other manufactures of food products increased rapidly. In 1914 no lard was exported from Brazil. In 1918, 12,270 tons, valued at about \$3,000,000, left Brazil for foreign ports. The exportation of refrigerated meats as expanded from 8,500 to 69,500 tons.

"The state of Sao Paulo is the main center of Brazilian manufacture. During the years from 1915 to 1917, 323 manufacturing concerns capitalized at a total of \$3,500,000, or an average of over \$10,000 each, were established in that province.

## FIELD MARSHAL LORD HAIG NOW KINGSTON EARL

### London, Nov. 4.—Field Marshal Lord Haig does not after all become "Earl Haig of Bomyersde," as he had wished, but "Earl Haig of Kingston," it is announced.

His residence being at Coombe there were objections, it is understood, to the territorial designation of Bomyersde, the Tweedside seat of the head of his family and remote kinsman, Colonel A. H. Haig.

There are well defined rules as to the assumption of territorial titles, and the Lord of a manor can object to a new peer taking his title from a place over which the former has "rights."

Lord Fisher, for example, wished to be Lord Thetford, but his Norfolk manor belonged to W. D. MacKenzie. Lord Strathcona wanted to be Lord Glencoe, but the rights of the ancient Macdonalds stood in the way.

"Progress toward industrialization as a result of the war, so marked in Brazil, has been made in almost every one of those less developed countries of the world which in the past has been looked upon as a sure market for the exportable surplus of stable manufactures from the chief manufacturing countries. So far as they attempt to compete with articles of local manufacture, Americans must either meet the local price, offer a better article or develop specialties, the market for which is easier to hold than is the market for staples."

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Advanced standing given to former students in Accounting Classes meet from 7:30 to 9:30 P. M.

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In these days when almost any tire with a raised tread is claimed to be non-skid, bear this in mind:

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30x3	18.45			3.00	3.75
30x3 1/2	23.70	38.55   6	35.85   6	3.50	4.40
32x3 1/2	27.90	42.95   6	39.95   6	3.80	4.75
31x4	37.30	54.45	49.05	5.20	6.50
32x4	37.95	54.45	49.05	5.25	6.55
33x4	40.05	56.00	50.45	5.50	6.90
34x4	40.85	57.40	51.65	5.65	7.05
32x4 1/2	52.75	61.35	53.75	6.80	8.50
33x4 1/2	54.90	63.00	55.20	6.95	8.70
34x4 1/2	55.35	64.65	56.20	7.00	8.75
35x4 1/2	57.60	66.15	59.60	7.10	8.90
36x4 1/2	58.20	67.80	61.00	7.30	9.15
33x5	67.40	76.60	68.95	8.05	10.05
35x5	70.95	80.35	72.35	8.50	10.65
37x5	74.60	84.05	75.70	8.85	11.05

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