

# ARGUES AGAINST GRADE CROSSINGS

## Safety Demands Their Elimination, Says Hanson.

### Motor Company Head Points to Toll Claimed in Past Few Years.

The great increase in travel by automobile without the question of human life involved demands the elimination of grade crossings is the opinion of George W. Hanson, president of the Hanson Motor company and one of the best known automobile men in the south.

"Though any measure designed to safeguard the lives of people from sudden death and the consequent suffering put upon others of fatalities resulting from accidents at grade crossings near Atlanta during the past week. But besides this the coming of the motor car into its place in the transportation of this modern day demands a more efficient system of highways.

"To do this, as far as possible no roads should cross the railroads where it is possible to construct a highway without doing so. If this were accomplished it would result in a smaller loss of time to the automobile tourist in slowing up for curves and crossings, as well as eliminating the danger consequent upon the present system.

"Certain information we have shows that during the month of April, 1918, a total of 46 accidents were reported over 19 railroads in this district. In these accidents, 14 persons were killed while 37 were permanently injured. The average was 1 1/2 accidents per day, one person killed every two days and 1 1/4 persons injured every day. "During the year 1914, according to these same figures, 10,785 accidents were reported from grade crossings over approximately 200,000 feet of railroads in the United States. Of these, 4,748 persons met their death, 828 lost one limb, 172 two limbs; while 5,641 suffered more or less serious injury.

### 127,744 Deaths.

"Over a period of 28 years 127,744 persons have been killed in grade crossing accidents, while 138,977 others have been permanently injured.

"One railroad line in the south has compiled statistics showing that its lines are crossed by highways a total of approximately 100,000 times. Applying a maximum number of workmen in eliminating these crossings by under and over-passes, it is estimated that an average of 1,000 could be eliminated each year. It would require 100 years to complete the job.

"By a system of eliminating grade crossings through a drastic change in the method of road construction much time can be saved the automobile traveler and at the same time the danger of collision between automobiles rounding curves suddenly can be reduced greatly.

"Between Atlanta and Griffin, until the county engineers of Fulton, Clayton and Spalding changed their systems, the motorist crossed the main line of the Central of Georgia railroad six times. By straightening this road four of these crossings have been eliminated entirely while another crosses inside the city limits of Hampton, thus reducing to a minimum the danger on this particular route. As a consequence every traveler by automobile through this section is aware of the good condition of this particular stretch of road and can cover it in a relatively short time.

"Opposing this is the unusually large number of crossings on the Georgia railroad between Atlanta and August. To every one who has at one time or another made this perilous passage there is a dread of repeating the performance, because of the danger of being struck by a train as well as collision with a brother motorist.

### Life too Valuable.

"Human life is too valuable to waste when by expending a few thousand more dollars in straightening a road all danger from this source can be eliminated. The present system of constructing highways is the evolution of the age-old system of reducing cost in grading by following the general terrain of the country to be

# A MOTORIZED WORLD

By ROLAND R. CONKLIN,  
President, Chicago Motor Bus Company.

In the mass of cable dispatches from England recently one small item appeared which is of vast importance to the motor world. It told of the determination to continue the use of motor lorries for the transportation of certain types of freight and express.

During the recent railroad strike in Great Britain, hundreds of these motor trucks which were used during the war were put into freight and express service as an "emergency measure," but like the man who went to sea and stayed to pray, these trucks are to be used permanently for hauling small package freight for short distances.

The transportation authorities found that yards and warehouses were terribly congested when this great railroad strike began. The first few days found increased confusion, and then the motor truck entered into the situation. It was backed up at a freight warehouse, loaded, and then set out upon its destination, dropping packages at way stations. During the first few days of the new service, such packages as were paid for, were not left at a freight station, but were delivered at the house of the consignee, thereby obviating the necessity of an extra handling. This soon proved to be one of the great advantages of the motor truck in handling this freight, and was a decisive factor in making truck lines permanent.

It won't be long before a motor truck will drive up to a factory in London and take on a sewing machine consigned to Manchester, delivering it there to the party who expects to operate it. Under the old method the machine would have been delivered to a railroad freight station where it would have been unloaded from the delivery wagon on to a platform, and then loaded into the freight car. Perhaps it would again be transferred en route. At Manchester it would have been unloaded from the freight car, reloaded on to a wagon, and then delivered.

### Significant Action.

The action of the English traffic experts in continuing this service is highly significant, and I believe marks the beginning of a new method of handling small package freight and express in civilized countries the world over. I think in this situation the English have set an example which we may well follow in the more thickly populated sections of the United States. In fact, that has been done to a limited degree between Washington and Philadelphia, New York and Boston, and I believe it will not be so many years before motor express lines will be running between all the large cities of the east and middle west. The advent of the concrete road which is making its appearance in the middle west and in certain parts of the North Atlantic states will be a great help in this direction.

It is quite practicable to build large roomy buses which can carry passengers on top and freight below. Even granting that special construction of concrete roads would be necessary on the part of the operating company, freight and passengers could be carried more quickly and with greater safety and speed than on the present interurban electric lines. Concrete roads can be constructed at approximately \$20,000 per mile, and not over \$15,000 investment per bus-truck could be necessary in installing a freight and passenger bus line, allowing for garages, repair shops and storage warehouses. Taking into consideration the cost of grading, rails, cross ties, trolley poles, wires and the maintenance of power houses and highly complex equipment necessary in conducting an interurban line, motor vehicles on their own concrete roads will very successfully compete with the electric carrier. In fact, just as the electric interurban is a competitor in certain circumstances to steam railroads so will the motor vehicle take certain business from the railroads.

### \$50,000 for Railway.

Under the easiest conditions, it costs at least \$50,000 per mile to build a steam railroad. This would be on traversed. With little additional expense, which the automobile age many people will be eliminated, and we will not be faced with the possibility of reading the glaring headlines every day in the papers where a friend, relative or acquaintance has lost in the race with death over a grade-crossing.

flat country, where no great engineering difficulties would be encountered. For distances such as those between Washington and New York, New York and Boston, Boston and Buffalo, Chicago and Springfield, Fort Worth and San Antonio, motor vehicle lines running on concrete roads, might very well compete in efficiency with the railroad train in the handling of small package freight and express, in fact reducing the cost to the public very considerably.

The reasons why this competition could be carried on successfully are practically the same reasons which give the motor bus the advantage over the electric car, and in addition there would be greater mobility in the gathering of freight and material, and the avoidance of terminal congestion at both ends of the line.

Some of the advantages of the motor bus over the electric carrier are:

1. Greater mobility.
2. Absence of tracks.
3. Continued expansion to meet newly developed needs.
4. Ease with which routing can be shifted without loss of equipment.
5. Mechanical difficulties do not obstruct all following vehicles and interrupt schedule.
6. Possibility of maintaining better schedules and intensive service.
7. Weight of vehicle per passenger less than that of common electric carriers.
8. More efficient for certain kinds of traffic.
9. Makes available for pleasure and business residential thoroughfares closed to the common electric carriers.
10. Act as feeders to more rapid and long line electric carrier.

### Best and Cheapest.

It will not be very long before far-sighted capitalists will be placing enormous sums of money in motor vehicle lines of all types. The fact that the motor does the work best and cheapest makes it the logical method of transportation in places where the roads make it possible.

One reason that capital is halting on the threshold of this motorized world is so that it may have time to look around and see in what manner the enormous investment involved in the older methods of transportation can be cared for.

It is conceivable that the owners of horse-drawn stage coaches, horse holders, farmers, tavern keepers, and holders of Turnpike stock felt very much the same way some 80 years ago when the puffing, rattling, screeching thing of steel and iron called a train first made its appearance, and thousands of persons can recall the difficulties placed in the way of cable and electric cars by the owners of mule and horse car lines when the more modern method of transportation, the electric car, began to drive the other out of business.

I do not mean to say that motor vehicles will to any great extent take the place of steam railroads, except insofar as they can the more economically move freight and passengers for short hauls, but I do believe that the motor has sounded the death knell of the old-fashioned street car, that the interurban electric line is going to go next and that these passe forms of transportation will be laid to rest just as soon as some method can be found to care for the enormous investments involved.

## INSTITUTES SUIT FOR \$515 DAMAGES

### Mabel N. Lamson Alleges Money Due "The Belvedere."

With the filing of a complaint against Leon St. John, suit was instituted in superior court yesterday by Mabel N. Lamson, who in the complaint alleges the defendant is indebted to her in the sum of \$515, the amount said to be due as rent on "The Belvedere," a boarding house on Ravenscroft road.

The plaintiff seeks the amount said to be due, and asks that interest on the principal be paid from last September, also that the defendant be taxed with all costs accruing in the action.

# WORK OF TRUCKS DURING THE RECENT COAL STRIKE

## Rendered Invaluable Service to Municipalities in Many Sections.

(By P. S. Randolph, Coston Motor Co.)

"That the motor truck rendered invaluable service from municipalities during the recent coal strike, was only another example of the unusual dependability, economy and adaptability of the motor truck in meeting unusual transportation demands."

In the middle west quite a few of our distributors wrote us that the motor truck took the place of the railroad locomotives in helping move freight cars loaded with coal from nearby mines and shipping points up to the yards of the local electric light, gas and water pumping stations, to provide heat to the municipal and industrial buildings.

"I myself, noticed in the daily papers at the time, how when different switchmen's unions refused to move freight cars loaded with coal mined by volunteers, motor trucks stepped into the breach and kept up the supply of the precious fuel at a time when no other motive power was available.

"If these motor trucks had not proven equal to the job, many additional hundreds of thousands of employees, as well as scores of industries would have had to shut down.

"Owing to the fact that the motor truck did not employ coal as a source of its motive power, made their operation economical and efficient and did not use up fuel that could have been used in any way by industries or municipal buildings.

"When the history of the coal strike has been written in its entirety, when the suffering and anguish of the millions of people as the result has been told, it will be found that if it had not been for the motor truck, the nation would have been much more worse off."

## TRUCKS MADE FOR LOW LIVING COSTS

"According to Postmaster General Burleson, the use of more motor trucks on parcels post routes will prove an excellent means of reducing living costs in the cities," says O. M. Coston, of the Coston Motor company, local Klase distributor.

"Mr. Burleson has not only urged congress to provide the necessary equipment for such motor parcels post expansion, but claims that they will in addition, show a profit. Nine such routes between Washington and Philadelphia have been established during 1919.

"Without a doubt this recognition by a prominent government official is a result of the adaptability and the way the motor truck has helped the government meet the transportation requirements at a time when the country's transportation equipment proved unequal to the demands made upon it."

## THE LOW COST OF TRUCK HANDLING

"It is estimated that 1,200,000,000 tons of goods are hauled yearly by motor trucks at a cost of an average of 15 cents per ton.

"This gives us a total of \$115,000,000."

000 for moving the above tonnage. "In comparing these figures with that of wagons and horses, we find that the cost of maintaining and operating horse teams is 33 cents per ton mile, which if correct, gives a saving of two hundred and sixteen million dollars per year in favor of the motor truck. "While there are only eight hundred thousand motor trucks in the United States today, it is expected that there will be at least a million in use the first part of the year of 1920, so you see that the transportation equipment of the country is sure to be adequate for demands, with this help from the motor truck."

# Tires That Give Extra Mileage Are Money-Saving Tires to Use

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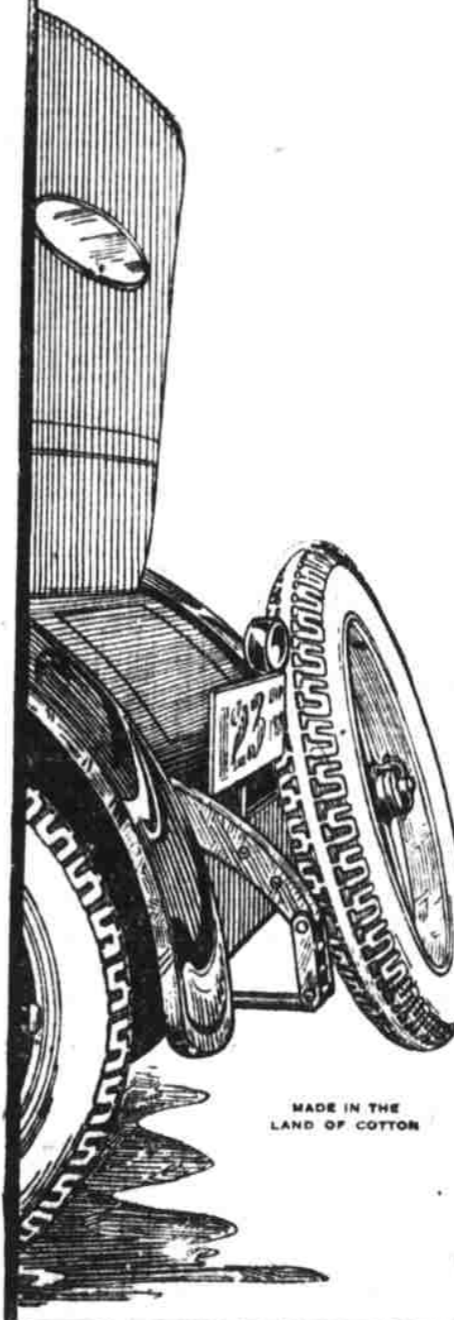
## "Southern" Tires are Thick Tires

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