

SAYS ROADS NEED 800,000 NEW CARS

Equipment Fails to Meet Country's Growth.

Traffic Volume Unprecedented—Roads Unable to Buy Stock.

"There is probably nothing which indicates more strikingly the failure of railroad facilities to keep pace with the expansion of the country's industries than the inadequacy of freight cars," says The Railway Age in its year-end issue...

"In the years before the war the number of cars ordered usually served as a barometer indicating roughly the general business condition, the magnitude of the freight traffic and the earnings of the railroads...

"Some estimate of the amount of freight equipment that should have been bought during the last four years can be made by a comparison with the preceding period...

"The ton-miles of freight carried increased from 483,100,000 in 1915 to 391,398,752,108, or 61 per cent. in 1919, which was the year of largest freight traffic in this period of ten years...

"Car Needs Depends on Traffic. Continuing, The Railway Age asserts that requirements for freight cars are dependent on future traffic and quotes an opinion of the Director General of Railroads to the effect that 'the railroads must be prepared to handle a large business for a considerable period'...

Table with 2 columns: Year, Ton Miles. Data from 1904 to 1919.

"Having estimated the traffic to be expected," the article continues, "it becomes necessary to determine how many cars will be required to handle the business. The number of cars required to handle a given volume of traffic in the past would provide a basis for an estimate, but this would fall to take into account two important factors—namely, increased capacity per car and the increased efficiency of utilization."

Why Women Grow Old More Quickly Than Men

Greater Percentage of Anemia—Lack of Iron in the Blood—Among Women Makes Them Lose Much of Their Youth, Beauty and Former Attractiveness, and Become Fretful, Nervous and Run-down—

What Women Need Is Not Cosmetics or Stimulating Drugs But Plenty of Pure Red Blood, Rich In Iron

Physician Explains How Organic Iron—Nuxated Iron, Enriches The Blood, Strengthens The Nerves, Builds Up Physical Power and Often Makes Weak, Pale Careworn Women Look and Feel Years Younger.

Look for the woman who appears younger than a man of the same age and you will find the exception to that vast majority upon whom anemia—lack of iron in the blood has fastened its grip and is gradually sapping the health, vitality and beauty which every woman so longs to retain. In most cases men safeguard their health better than women by eating coarser foods, being more out-of-doors and leading more active lives, thereby keeping their blood richer in iron and their bodies in better physical condition...

Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital says of a woman who is run-down, easily tired out, nervous and irritable...

AUTO EXPORTS FOR PAST YEAR BREAK ALL RECORDS

Wartime Figures When Allies Drew Heavily for Cars, Surpassed.

NEW YORK, Jan. 17.—Exports of automobiles and parts, including tires and engines, from the United States in 1919 surpassed all previous records, according to compilations prepared by the National City Bank, the bank in commenting upon such trade says: "The calendar year 1919 surpassed all records, even that of the war years, when we were sending large numbers of commercial autos to Europe for use in the war area. The value of automobiles and parts thereof, including tires and engines, exported in the calendar year 1919 aggregated approximately \$185,000,000, as against \$140,000,000 in the fiscal year 1918, the former high record; \$38,000,000 in the fiscal year 1914, all of which immediately preceded the war; \$11,000,000 in 1913; \$2,500,000 in 1905, and slightly less than \$1,000,000 in 1902, the first year in which automobile exports were considered of sufficient importance to justify a separate statement in the government record of merchandise exported. Of the \$185,000,000 worth of automobiles and parts thereof exported in the calendar year 1919, \$35,000,000 worth were commercial cars; \$75,000,000 worth passenger cars; \$41,000,000 worth of automobiles; nearly \$30,000,000 worth tires, and about \$5,000,000 worth of automobile engines."

"France, formerly a very large manufacturer of automobiles, is showing a remarkable appreciation of the American commercial machine, the total number of commercial automobiles sent to that country in the calendar year 1919 having been about \$3,600,000, valued at over \$1,000,000, though of passenger machines the demand from France is comparatively small, the total for the calendar year 1919 aggregating less than 1,000 and the value but about \$2,000,000. Great Britain, which took large numbers of commercial machines during the war period, is now apparently manufacturing them for herself, for the total value of commercial machines sent to that country has fallen from \$20,000,000 in 1917 and nearly \$7,000,000 in 1918 to only about \$600,000 in 1919. Cuba is apparently appreciating the auto truck, for the number sent to that island in 1919 is about 750, valued at nearly \$2,000,000, against 557 in 1918, valued at about \$1,000,000."

"Sixty countries and colonies took American commercial machines in 1918, the latest year for which a detailed statement is available, and the number of countries taking passenger machines was 80. Iceland took in 1918 40 passenger machines at a value of \$34,000, and one commercial machine, valued at \$2,245. To Slam the number of passenger machines exported in 1918 was 85 at a value of \$75,860; to India 72 machines valued at \$70,254 and 11 commercial machines valued at \$22,000. To the far off Dutch East Indies we exported in 1918 no less than 1,250 passenger machines valued at \$1,567,766 and of commercial machines 154 valued at \$335,536, while the figures for the calendar year 1919 indicate a total of about 2,000 machines valued at approximately \$2,000,000."

"The imports of automobiles into the United States, which have aggregated \$31,000,000 since the first record that of 1906, have declined from the high-water mark of \$3,837,000 in 1910 to \$524,709 in 1919."

There has been a tax on beer in England since the twelfth century.

84. The subscription reported from New Mexico includes \$36,000, which has been contributed toward the erection of a Baptist college in that state. Additional subscriptions from the foreign fields and other sources aggregate \$2,500,000, making the grand total approximately \$30,000,000. Dr. Scarborough believes that inasmuch as many of the churches did not complete their drives in the fall several more millions of dollars will come in during the spring and that the returns from the campaign will eventually reach \$100,000,000.

energy, and get themselves into a condition to ward off the millions of disease germs which are constantly around us. Nuxated Iron one of the foremost blood-builders—the best to which I have ever had recourse."

asked for an opinion was Dr. George H. Baker, formerly Physician and Surgeon Memorial Hospital, New Jersey, who says: "What women need to put roses in their cheeks and the springtime of life into their step is not cosmetics or stimulating drugs but plenty of rich pure blood. Without it no woman can do credit to herself or to her work. Iron is one of the greatest of all strength and blood-builders, and I have found nothing in my experience so effective for helping to make strong, healthy, red-blooded women as Nuxated Iron."

NOT EASY TO SHIP CARS TO POSTS IN THE SOUTH

The Crowded Conditions This Year Complicate Arrangements.

NEW YORK, Jan. 17.—Winter makes it impossible for motorists to drive to the Pacific coast along any of the transcontinental highways so popular in the summer. The touring bureau of the American Automobile association, 501 Fifth avenue, advises a route running first to Atlanta by the former national highway, but now known as the Bankhead highway; then to New Orleans via Montgomery and Mobile.

Although this route is usually passable even in mid-winter, it is under no circumstances a pleasure trip, and many automobilists arrange to ship their cars by boat to New Orleans or Galveston preferably the latter, since the road between those cities is never in good condition, and in wet weather is liable to be impassable. Once at Galveston the motorist is assured of a satisfactory road clear across to Los Angeles, and hence his chief difficulty would be in the inability to secure accommodations for his car on the Matamoros Line boat. Since this line operates a boat about once in every three weeks, it is necessary to make reservations well in advance, the amount of space available for automobiles being strictly limited.

Service between New York and New Orleans by the Southern Pacific line is much more frequent, boats being scheduled to leave every Wednesday during January and February. However, the line is temporarily out of service, which naturally affects the present sailing schedule.

Those wishing to ship their cars by boat to Jacksonville will no doubt find

THE HIGH GRADE TRUCKS WILL SOON BE OVERSOLD

Fulton Comments on Transportation Outlook for the New Year.

Congestion of freight transportation facilities has already assumed a very serious aspect and this winter will experience difficulties that will surpass those of the winter of 1917, according to E. E. Fulton, vice president of the International Motor Company. Mr. Fulton warns shippers to prepare now to meet the emergency.

"During the congestion of 1917, the motor trucks in use handled 1,200,000,000 tons of goods," he says, "and this winter with production greatly increased and the railroads crippled by the coal shortage, the demands upon the trucks will be many times greater."

"The inability of shippers of goods to get satisfactory service from the railroads has already caused many of them to use motor trucks, and if it becomes necessary to make reservations several weeks in advance, owing to the unusual demand for space on these boats. The only alternative is to ship by the Savannah line to Savannah, which involves another shipment by rail from Savannah to Jacksonville. The road between these two points is impassable at present."

PLAN ORGANIZATION OF MOTOR TRUCK DRIVERS

Emergency Step to Meet Any R. R. Tie-Up That Might Occur.

(By O. M. Coston, Coston Motor Co.) To show the dependency business interests place on the motor truck, in case of another tie-up on the railroads, that would slow up the nation's railroad freight transportation, I understand that business men in the northwest are trying to organize motor truck drivers into a regular organization.

"The present demand keeps up, the production of high grade trucks to meet the demand will be impossible. It is significant to note that the sales of Mack trucks last month increased 50 per cent over the month previous, and that this heavy demand is increasing steadily."

"Another point that shippers should not overlook is that the railroads are pretty sure to be turned over by the government to their owners about the first of the year, and that increased freight rates, as a result of this, are inevitable. The Esch railroad bill, which aims to give the railroads a helping hand during the period of transition, has provisions which stipulate that the railroads shall immediately apply for increased freight rates."

organization, operated on business lines. For instance in Minnesota, there were 230,000 automobiles and motor trucks licensed in 1918-1919 and these are regular motor truck daily service routes between St. Paul and Minneapolis to all towns within a radius from 100 to 150 miles. It has been found that learning truck driving is a very easy matter and once a motor truck driver's organization is formed, it could be easily handled in any emergency of other transportation carriers employed in the regular routine of business. To my mind, there isn't any reason why such an organization couldn't be formed and shouldn't be formed. As an economical and dependable unit the motor truck has been proven and not found wanting. It used to be that the motor trucks were laid up in the winter months, but now they travel the year round and maintain schedules that can favorably be compared with those of the railroad and in many instances prove speedier and more economical. Then the element of saving and handling of goods by the motor truck cutting out four different handlings, adds another feature that makes motor trucks a factor in business to invest in by every manufacturer and industry that hauls or delivers goods, supplies or materials.

CLEAN SPARK PLUGS SAVE THE BATTERIES

"The man who is too busy to clean his spark plugs is shortening his battery life." This is the opinion of Mr. J. H. Spears, the local Willard expert. "Even though the engine is using magneto ignition the carbon on the spark plugs in putting unnecessary work on the battery. The engine must be turned over more rapidly in order to get a spark from the magneto and the battery has to do much more work for each start than it would if the plugs were clean." "The motorist who unscrews and cleans his spark plugs every week or two will find that he has taken a big load off the battery and that he is able to get his engine turning over in noticeably shorter time."



How to Guarantee Spring Delivery of Hudson and Essex Open Models

No Large Money Outlay Required. Make Your Choice Now. We Will Store It For You and Insure You Against Disappointment

In the light of the year just closed, it is not conjecture to assert that a shortage of Hudson and Essex cars is sure to recur this Spring.

More than 22,000 Essex cars were sold in the past twelve months. The factory capacity was increased time after time. Beginning with a daily production of 30 cars, it reached 125 cars daily.

Yet we were never able to overtake advance orders.

A similar condition was true with respect to Hudson.

You remember how scores waited in vain for delivery. Perhaps you were among those disappointed.

Practically our entire quota of both Hudson and Essex cars were sold weeks ahead. Few were able to get delivery who had not placed their orders ahead.

Settle the Delivery Worry Now

This year we have arranged a special plan to guarantee you delivery, during the acute spring rush of orders.

It will require no large outlay of money.

You can place your order now. We will have your car ready for you on the day you want it.

Thus you dispose of all concern about getting your Hudson or Essex when you want it. It will be a source of satisfaction to know you are insured against having to accept some less wanted car, when the season for open types crowds the market with more buyers than we can supply.

If your preference is for a light car what choice equals the Essex?

It represents a new, unexpected value. It brings to the light car field such quality and fine performance as was hitherto found only among large costly cars.

Note the Quality of the Essex

If speed is your requirement see if the Essex does not meet it. Where luxury and finish are demanded compare the Essex with any car.

It is needless to speak of the Hudson. All know what it has done. Its records, which prove supremacy throughout the range of performance, are confirmed by the satisfaction that more than 80,000 owners know in their Super-Sixes.

The supply of Hudsons and of Essex has never been sufficient for the demand.

You can only insure yourself against disappointment in getting either of these popular cars, by placing your order under the convenient plan we have set forth above.

SAWYER MOTOR CO. 18-20 Church Street. Asheville, N. C.

