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Reopened December 15th, having been closed for extensive structural alterations, improvements, re decorating and re-furnishing. All bedrooms now have baths and running water.

W. H. BARSE, Manager

BALTIMORE STEAM PACKET

COMPANY
(Old Bay Line)

Portsmouth, Norfolk
OR
Old Point Comfort
TO
Baltimore

Side Trip with Stop-over at Old Point
Norlina or Richmond
TO
Baltimore

—\$3.50—

DAILY STEAMERS
Special Meals and à la Carte
G. Z. Phillips, G.P.A. Baltimore, Md.

FIREPROOF EUROPEAN PLAN

NEW

Hotel Continental

Opposite Union Station Plaza
Washington, D. C.

A. W. CHAFFEE, Manager
Rates \$1.50 Per Day and Upward

The Magnolia

PINEHURST, N. C.

Steam Heat, Electric Lights, Excellent Table

SOUTHERN PINES HOTEL

Southern Pines, N. C.

J. L. POTTLE & SON, Managers

NEEDLEWORK NOVELTIES

EXHIBITION ROOM

HIGHLAND PINES INN

Weymouth Heights

SOUTHERN PINES, N. C.

LIFT-THE LATCH TEA ROOM

Pinebluff, N. C.

THE MISSES LITTLE.



Summer-Time All The Time

—AT—

PINE FOREST INN

Summerville, S. C.

18 hole golf course. The best because it is different from any other course in the South. Grass fair green, no hills, excellent natural hazards. Gilbert S. Nichols, professional.

No golfer who is a genuine sport should return north without spending a few days at Summerville and Pine Forest Inn.

Sunshine and Flowers, Riding,
Driving and Excellent Gunning

RALPH J. HERKIMER

MANAGER

Hand loom rug weaving by native weaver
Native potter and potter's wheel
Indian basket weaver Colored wood carver
Arts and Crafts Shop
General Office Building

A BILLION FOR AUTOMOBILES

By Edward Lyell Fox in Illustrated
Sunday Magazine

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THREE million automobiles turn their wheels in this country; one of every thirty persons owns his car;—and more than a billion dollars is the bill. ¶ Already I hear someone shouting "Thou liar!"

You live in a city of twenty-five thousand. You remember the garage man has told you there are only a hundred automobiles in the town. You do some figuring. It would seem to contradict my statement. ¶ Wait! ¶ To say that one person of thirty has an automobile is to talk in averages. But the law of totals says so and the law of totals does not lie. At my elbow are the statistical reports of the United States manufacturers. Near them is a list of imports. Marshalling the figures of the two I find that there are three millions of automobiles scattered through the states. I don't mean new automobiles just from the factory but good serviceable machines that can be bought and sold. Now as their total is 3,000,000 and as our population is about 90,000,000 don't they divide one for thirty? Don't they?

And moving from the basis of personal comparison to that old favorite of the statistician, distances, let me insert the old formula. Were the automobiles of this country to be placed end to end they would reach half way round the world—a line of shining metal 12,500 miles long, I know this for I measured it. Also, after gazing into a crystal ball it is possible to announce that 6,000,000 automobiles, family size, would completely band the earth. Understand that this allows a hump in the line caused by climbing and descending Fujiyama. Which statement I trust will not be taken as free advertising for the hill climbing powers of certain hill climbing machines. And moving our basis of comparison again we come to dollars—bright, golden dollars like Frank Norris wrote about in his Epic of Money. In 1899 the value of automobiles manufactured in this country was \$4,748,000. With accessories the total reached \$5,000,000. Late reports show the value of such products to be a billion dollars. In other words thirteen years has seen the value of the industry multiplied by two hundred. Yesterday there was only a machine for about every twenty thousandth person. Today the rate is one for every thirty. The relative values, you see, are very lopsided.

Understand that the title "Billion for Automobiles" was chosen because of its solid fact. As a matter of estimate the total value of the machines in this country can be put at \$3,000,000,000. The billion represents merely money spent in one year for new automobiles and their parts. If you are not the chosen one in thirty owning a car, understand that by parts is meant tires, magnetos, carbure-

ors, lamps, wind shields, all the little accessories that make the dealers rich, you poor. Also the bill for these accessories coming to about \$250,000,000 every January the rest of the billion is made up by the cost of cars. You never realized there were so many cars? Neither did I. Not until some incident comes to you, do you acknowledge such a fact. My incident came of a recent Sunday on Long Island. It was at a place called Brightwaters. A much traveled parkway ran past a club house. To settle a bet two men had been sitting on the porch of this club house from daybreak. As each automobile passed that point they had made a note of it. As you may have guessed it was a bet to decide how many machines would pass that point between sunrise and nine o'clock at night.

I saw the men during the forenoon. I don't know how many they had counted. Neither did they. Late that night, however, the totals were compiled and it was found that ten thousand automobiles had passed that one point during the day. It doesn't matter which man won. As I remember, he had a pointed beard, a look of satisfaction, and a guess of more than five thousand. His opponent, unfortunate fellow, had wagered that the number of machines would be under five thousand. Now, if ten thousand cars had passed through a little Long Island village on one Sunday, figure out how many cars would pass over the main highways of all the different states. You begin to realize that the three million machines is not an exaggeration? The automobile business has grown most surprisingly. It is enormous and swelling like the tide in spring. Going back to 1899 again we find that the statistics of the industry were included with those for carriage and wagon manufacture. Even then the total was only 3,897. Five years later it was 22,830, multiplying itself nearly six times. Ten years later it had climbed to 127,287, nearly thirty-three times the number of cars reported in 1899. Also the value of its products then was \$249,202,000, nearly fifty times as much as ten years before, an increase of about 4,900 per cent. And now consider again that this year's output is half a million cars, at an average value of \$1,500 and allowing for parts the total, \$1,000,000,000 is obtained. In 1899 the total was but five millions, in 1912, it was a billion—quite a jump.

But before going into a more specific study of the industry let us glance at the imports and exports. Take the imports. They tell a story by themselves. Five years ago we imported over \$4,000,000 worth of automobiles. France alone sent nearly \$3,000,000 in cars. Last year we imported but \$1,898,843 worth. France's total fell to \$797,931. All of which helps to explain the billion today. We don't have to import our machines because we are making so many and such good ones in this country. As the imports fell the domestic totals rose. It was an old law of economics working again. Just consider that in 1911 the total number of cars we imported from