Managers Should Fill in Weak Spots Among Substitutes in Early Part of Season-Ruth's Supreme Chance Comes This Year

By grantand rice



Profitable Opportunity
franchise for Philadelphia and vicinity of
ne of the prominent and Nationally
known makes is open to aggressive and
substantial men. Sales and Service Sta-
1 equipment available with
rucks sold this vicinity. Reasonable

C 515, Ledger Office

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|  | all equipment. Several hundred these trucks sold this vicinity. Reasonable |
|  | capital required. Complete details su |
|  | plied by addressing |
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Dancing on Ice! Hockey, Ice Skating, nstruction, Music ${ }_{35}$ Restaurant 75 Cente-Aveniigs

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What Lincoln said


from politics to allo raveler with the cocksure air breaks in with, "There's an awful lot of 'water' in the railroads," here are some hard-pan facts to give him

American railroads have cost $\$ 80,900$ a mile - roadbed, structures, stations, yards, terminals, freight and passenger trains-everything from the great city terminals to the last spike
A good concrete-and-asphalt highway costs $\$ 36,000$ a mile-just a bare road, not counting the cost of cul-

Our railroads couldn't be duplicated-today for $\$ 150,000$ a mile

They are capitalized for only $\$ 71,000$ a mile-much less than their actual value. Seventy-one thousand dollars today will buy one locomotive.

English railways are capitalized at $\$ 274,000$ a mile; the French at $\$ 155,000$; German, $\$ 132,000$; even in Canada (still in pioneer development) they are capitalized at $\$ 67,000$ a mile. The average for all foreign countries is $\$ 100,000$.
$\stackrel{\rightharpoonup}{\prime}$
Low capitalization and high operating efficiency have enabled American railroads to pay the highest wages
while charging the lowest rates.
This advertisement is published by the Association of Railway Executives
y writing to The Association of Railway Executives, 61 Broaduay Nev Yur

