

### TRADE BALANCE BIGGEST EVER

Reaches Figure Never Before  
Approached by Any  
Nation

Washington, Dec. 9.—America's trade balance for the fiscal year ended last June 30 was \$2,978,134,947, "a figure never approached in the history of the world," said the annual report to-day of the Secretary of Commerce. New high marks were established in both exports and imports, exports totalling \$7,074,011,529 and imports \$3,095,876,582. Exports to Europe aggregated \$4,634,816,841; to North America \$1,291,932,342; to Asia \$603,924,548 and to South America \$400,901,601.

Despite war losses, the world's merchant tonnage is larger now than at any other time in history, the report said, the total tonnage being 59,919,000 gross compared with 49,089,000 in 1914. The present average efficiency of the world's merchant tonnage, however, is below that of 1914 "because of inherent reasons in construction and for extraneous reasons such as port congestion, labor troubles and management."

Net gain in steam tonnage for the world was placed at 2,500,000 gross tons, while that of the United States was 7,800,000 gross tons. Merchant tonnage now under construction, is more than double the prewar output. Steel steam tonnage for the United States at the close of the past fiscal year was over 6,000,000 gross tons, four times greater than 1914 and is increasing at the rate of 350,000 tons monthly.

"The annual output of our shipyards," the report said, "exceed the greatest annual output of the world's shipyards before 1914. Steel shipbuilding plants have been extended or established with new machinery, methods, housing, and transit

accommodations equal, and in some respects superior to those abroad. American tonnage clearing in overseas trade in the fiscal year 1919 was six times greater than in 1914."

### Would Develop the Pacific Coast Naval Shore Establishment

Washington, D. C., Dec. 9.—Development of Pacific Coast naval shore establishment during the next five years at a cost of \$158,000,000 is recommended in the report of the special board headed by Rear Admiral J. S. McKean sent last year to check up on its previous program. Deep water fleet bases at Bremerton, Wash., at a cost of \$44,000,000, and at San Francisco, at a cost of \$11,000,000, are the chief items proposed. The San Francisco project as previously outlined by the Helm board having been increased by proposed destroyer and submarine basins.

The report urged establishment within three years of the base at San Francisco, saying that with the Bremerton base it would provide two deep-water stations for the capital ships, the minimum required for efficient operation of the Pacific fleet. In addition, expansion of facilities at San Diego to provide a complete operating base for southern California was recommended to include fleet supply facilities and a repair base for the smaller ships. Advantages of this point as a base for maneuvers and target practice were emphasized.

### May Substitute Concrete Huts For Snow Houses

Seattle, Dec. 9.—Eskimos of the Pribilof Islands may soon discard their snow igloos for concrete huts, according to H. D. Allen of the United States Bureau of Fisheries who arrived here recently from the government sealing station on the islands.

Mr. Allen said the snow houses sometimes do not stand up under the biting winds that sweep off the Behring Sea. If the Indians take kindly to the suggestion regarding their new winter homes fifty concrete huts will be put up next year by the Government.

### FIRST TREE FOR HALL OF FAME

Famous "Wye Mills Oak,"  
Near Easton, Maryland,  
Accepted

Washington, Dec. 9.—Starting with the famous "Wye Mills Oak" near Easton, Maryland, the American Forestry Association announces the first of a series of trees for its "Hall of Fame." This tree covers a third of an acre of ground and has a spread of 140 1/2 feet. The circumference one foot from the ground is 51 1/2 feet. The American Forestry Association is compiling a "Who's Who" of trees in America and asks that pictures and data to support the claims for recognition be forwarded to it. Additional entries received to-day were an acacia tree by G. W. Weakley, of Dayton, O.; an elm at Carbondale, Pa., by E. M. Peck; an elm by Dumont Kennedy, mayor of Crawfordsville, Ind.

### Make New Effort to Return Bodies of Two Former Brazilian Rulers

Rio de Janeiro, Dec. 8.—A bill has been presented to the Chamber of Deputies proposing that the Brazilian government bring back to this country the bodies of the former Emperors Pedro I. and Pedro II., and the former Empress Leopoldina, now in Portugal. Similar measures have been presented to earlier congresses, but none received favorable action.

### Says England Suffers From Low Wages

London, Dec. 9.—England still is suffering from low wages, declared Lord Leverhulme, one of England's best-known manufacturers, on the eve of his departure for the United States. Lord Leverhulme has set an example to British industry by application to his own business of advanced ideas in the relation of capital and labor.

"Our wage earners have inherited ideas which low wages inflicted upon them and our manufacturers have not been driven by big wages to develop labor-saving machinery," he said. "The era of low wages has passed. If our manufacturers improve their machinery and our wage earners throw aside suspicion as a policy ruinous to their own interests, we shall have a tremendous home market in England and a bigger surplus than any other nation to send abroad to pay for our raw materials."

Not only did Lord Leverhulme see no prospect that wages would fall in England, but he declared that he did not wish to see them drop, but would like to see them go bigger, provided always that production kept pace with the advance in wages.

### Champagne Shippers Are Doing Business

Paris, Dec. 8.—Despite extraordinary difficulties in the matter of labor and transportation, the Rheims champagne shippers are carrying on their business. Five freight cars of champagne were shipped last week to South America, and a similar quantity went to Alsace-Lorraine.

### TRAIN DOGS FOR RACE

The Pas, Manitoba, Dec. 9.—Approximately fifty dog teams in several parts of the northland are being trained for the 100-mile Hudson's Bay Day Derby race to be held here March 17. Now that the Nome-Alaska Sweepstakes race has been abandoned, the Hudson's Bay contest is generally regarded as the big dog classic of the continent.

# Announcing a Commercial Exhibition of Interest to Every Motorist

Tuesday, Wednesday, Thursday  
December 9th, 10th, 11th  
Making

## United Trade "U" Mark Tires

231 North Second Street  
Harrisburg

### A Miniature Tire Factory in Operation

We want every motorist to see the care and skill that enters into the making of UNITED "U" TIRES. The various processes are interesting and educational.

Visitors to the exhibit will receive much valuable information on the care of tires. It will be worth your while to stop just for these hints.

### United Tires From Factory to Rim Guaranteed For the Life of the Tire

The finest raw materials the world's markets produce go into the making of UNITED "U" TIRES. Come in and see how skilled manipulation of this raw material produces a tire of phenomenal mileage. Extreme resiliency is worked into the rubber, smoothness into the casing, impressiveness and quality given to the whole that makes the tire worthy of the finest cars.

### A Square Deal on Mileage and Adjustments 8000 Mile Adjustment

Each UNITED Tire Store is a direct factory branch. These stores will make satisfactory adjustments on an 8000-mile basis which assures users of "U" Tires maximum mileage and the broadest guarantee. A factory certified guarantee backed by the direct factory representative. Stores wherever you travel to meet every emergency.

## United Tire and Rubber Corporation

Executive Offices

Wilmington, Delaware

### A Chain of Stores United For Service

231 North Second Street, Harrisburg

## Announcing A Special Issue of Stock Of The United Tire & Rubber Corporation

103-104 Lodge Building, 11th and King Streets

WILMINGTON, DELAWARE

Incorporated Under Laws of the State of Delaware

Authorized Capital \$500,000

Divided into 50,000 shares of \$10.00 each, full paid and non-assessable.  
MANUFACTURING

It is planned to manufacture all United "U" Tires in Wilmington, Delaware, an ideal location for a tire factory. The product is known as United Tires, cord and fabric.

Here are some of the reasons:

Being adjacent to the waterways of the world, having easy access to the rubber markets, close to the supply of cotton fabrics, owing to the fact that 90 per cent. of the cotton fabrics are woven on the Eastern Coast of the United States, and good railroad facilities.

These are big factors in the manufacture of automobile tires, which means lower production costs and larger profits to the share holder.

#### PLAN OF DISTRIBUTION

For the purpose of handling the business in the most efficient and economical manner, the company has adopted the chain store system of distribution. Stores under direct factory control will be opened in every important center of population in the U. S.

MANAGEMENT—The management of the corporation is in the hands of men who for years have been identified with some of the most successful business concerns of the country—viz:

#### OFFICERS AND DIRECTORS

- H. H. Nesbit President. A man that knows the practical side of the rubber tire industry, having been associated with one of the largest tire companies in America for eleven years.
- Wm. G. Taylor Vice-President. The present Mayor of Wilmington and Vice-President of the Delaware Trust Co.
- Wm. F. Saltmarsh Treasurer. Assistant Treasurer of the E. I. duPont de Nemours Company.
- W. G. Keen Secretary. General Agent for the Philadelphia Life Insurance Company.
- W. E. Ebert Director. Assistant Secretary and Treasurer of Electric Hose & Rubber Company, of Wilmington.
- George L. Townsend, Jr. Director. Attorney.
- L. R. Beardslee Director. Assistant to the President of the E. I. duPont de Nemours Company, of Wilmington.

#### THE PRESENT AND FUTURE OF THE TIRE INDUSTRY

An investment in tire company stock may be regarded as conservative for many reasons. The stock of the big producers is now closely held, and is not actively traded in except at very high prices. A few new and sound issues have been brought out, and very eagerly welcomed by investors. Offerings have been repeatedly oversubscribed and there is no such thing as an "undigested" tire stock. Tire securities are today limited at anything like reasonable prices. Good tire stocks are good and will continue to be good for the simple reason that they represent a profitable business in a field that is not overcrowded.

There are more than 6,000,000 automobiles in use in the United States at the present time, and it is estimated that in the neighborhood of 3,000,000 additional cars will be added within the next year. This indicates the magnitude of the market for automobile tires.

#### SUMMARY

In view of the public character of the men who are behind this enterprise and the record of successes attributed to them, this issue of industrial stock should appeal to every level-headed, conservative investor. Full investigation of every phase of the company's intentions and its principles is invited.

#### CUT OUT AND MAIL

UNITED TIRE AND RUBBER CORP., 231 North Second St.  
Harrisburg, Pa.  
For further particulars fill in this coupon.

Name .....

Address .....

Town .....

State .....

Tel.—12-9-19

It is anticipated that the present issue of \$500,000 will be quickly subscribed to. Prospective shareholders are urged therefore to subscribe by mail, phone or telegraph at once, or to use the attached coupon for securing further information.