

THE RICHMOND PALLADIUM
AND SUN-TELEGRAM

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The Car Shortage

The number of new cars needed to handle the freight offered by the factories of this country is estimated at from 250,000 to a half million. The number of freight cars constructed in 1919 was 100,000. None was constructed in 1918.

The Nation's Business, in an examination of the freight car shortage, found that there were 2,400,000 freight cars in use when the government took over the roads. With the 100,000 cars added in 1919, the roads started the year 1920 with 2,500,000 freight cars, counting wobbles and all.

Looking forward to the demand for cars in the autumn of this year, The Nation's Business presents the following figures:

"For a number of years prior to government operation the railroads of the country had been building approximately 175,000 freight cars annually, and scrapping 100,000 cars, a net annual gain of 75,000. The record of scrapped cars dur-

ing government control is not available. If 100,000 cars were scrapped each year, and only 100,000 cars were constructed in the two years of federal control, the total number of cars in shape for use in January 1, 1920, was 2,300,000 or 100,000 cars less than the number in use January 1, 1918.

"The car situation is about as serious as it possibly could be. No orders have been placed for 1920 construction; none will be placed by the government, and it is not likely that any will be placed by the corporations until the lines actually are returned to them for operation. It would require a high grade of optimism to prompt one to guess that 100,000 freight cars could be constructed in time for use next fall, even if orders were placed in the spring, considering the demand for other kinds of construction work, and the condition of the market on which materials must be purchased."

Secretary of Agriculture Meredith, in a statement a few days ago, said he believed part of the high cost of living is to be attributed to weaknesses in the distribution system. It does not require a far look into the future to hazard a guess that if the railroads cannot provide the farmers with cars to handle the 1920 crops, prices instead of declining will rapidly soar.

The railroads will be hard pressed to replenish the freight cars that are so badly needed now. Government control of the lines was not accompanied by brilliant success. The freight car situation is another contribution to the general fault that was found with federal control.

dency now except the benefactor of the human race who invented the circular wooden shampoo comb for the barber shops.

BOY, PAGE LEW TELLEGREN.
Sign in front of movie house: "Geraldine Farrar, supported for the first time by her husband." "Linenine" says he will shave us in spite of ourselves."—New York newspaper article. Probably meaning "save us." No Bolshevik would think of shaving anybody.

Just when we begin to believe that prohibition really prohibits and that there isn't a drop anywhere in this country, some wavering, lisping brother oozes into our office and tells us that he is a humming bird and that he is going to fly to the moon.

Sign on Main street: "Ladies Ready to Wear Clothes." And as a friend says—it is about time.

The Soviet government in Russia has just issued an order that all workers shall work 12 hours a day, seven days in the week. Ah, if we only had a brotherhood like that over here, what a wonderful thing it would be.

An Indian 130 years of age has just been converted to Christianity. Probably he figured it was about time to stop sowing his wild oats.

A hundred thousand motorcycles were sold in this country last year, and when you try to cross a street intersection they are all right there.

A Boston doctor says: "In fifty years people will be too civilized to kiss. But some of us don't object to kissing the civilized ones—no matter how civilized they are."

Bryan says all the world is going dry. That is to say—all the world except Bryan.

Dinner Stories

The young man had just returned from a holiday at the seaside.

Said he: "The trains were very crowded, and I had to sit with my knees drawn up for a long time, so long that my trousers stretched awfully at the knees. To give you an idea, when I got out of the train I went to the river and watched the boating, and as I stood there a small boy came up to me and said: 'Say, mister, I've been watchin' you for ten minutes. If you are goin' to jump-jump, an' have done with it.'"

Two Irishmen were in a city bank waiting their turn at the cashier's window.

"This reminds me of Finnegans," remarked one.

"What about Finnegans?" asked the other.

"Tis a story that Finnegans died, and when he greeted Saint Peter he said: 'It's a foine job you've had here for a long time.'

"Well, Finnegans," said Saint Peter, "here we count a million years as a

Skirts are high for the same reason that prices are high. It is the old law of supply and demand.

minute and a million dollars as a cent!"

"Ah," said Finnegans, "I'm needing cash. Lend me a cent."

"Sure," says Peter; "just wait a minute."

"Johnny, did you go and ask Mrs. Naylor for the loan of her wash tub, as I told you?"

"Yes, mother. She said she is very sorry, but the bands of the tube are loose and the bottom is out and it is full of soapy water."

"Is your wife fond of going to church?"

"Yes; but she likes for the sermon to match her skirt in regard to length."

Memories of Old Days
In This Paper Ten Years Ago Today

The first snow derby of the season, held by local horsemen, proved a success.

Guarantors of the 1910 chautauqua were selected.

Mr. and Mrs. Morris Jones, living west of the city, celebrated their fiftieth wedding anniversary.

GOODRICH MAY ADDRESS EDUCATORS' CONFERENCE

INDIANAPOLIS, Feb. 9.—Governor Goodrich will be invited to address a conference of educators and representatives of civic organizations to be held in the chamber of House of Representatives, Thursday morning at 10 o'clock for the purpose of perfecting an organization to promote teachers' week, March 7 to 14. The conference will be attended by college presidents, officers of the various educational associations of Indiana, and by representatives of the State Chamber of Commerce and the Rotary Clubs.

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