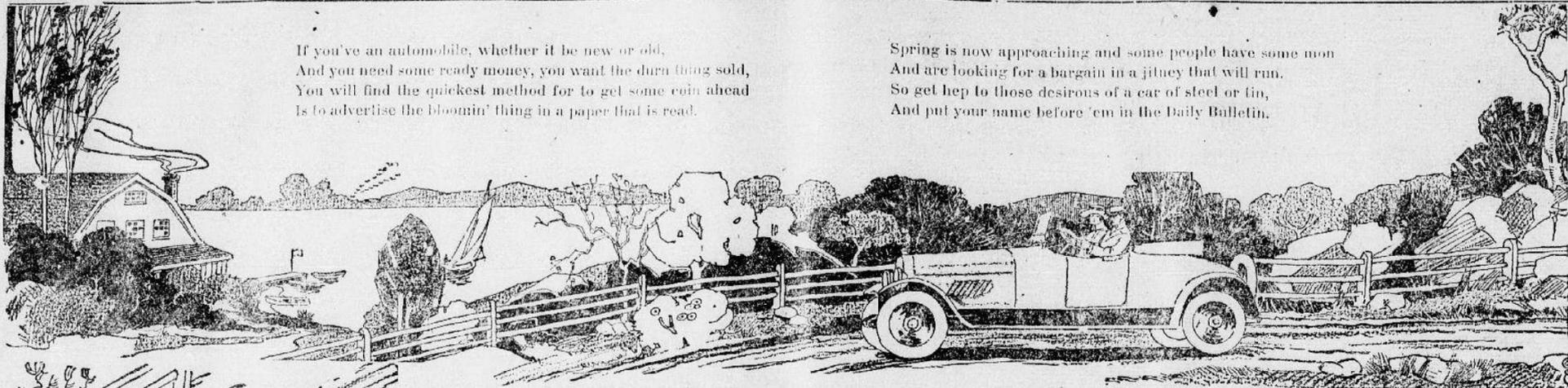


LOCAL, STATE, NATIONAL AND INTERNATIONAL

THE BULLETIN'S DOUBLE PAGE OF NEWS

If you've an automobile, whether it be new or old, And you need some ready money, you want the dum thing sold, You will find the quickest method for to get some coin ahead Is to advertise the bloomin' thing in a paper that is read.

Spring is now approaching and some people have some mon And are looking for a bargain in a jitney that will run, So get hep to those desirous of a car of steel or tin, And put your name before 'em in the Daily Bulletin.



MOTOR TRUCKS HELP TO SOLVE PROBLEM OF THE 'SHORT HAUL'

Failure of Railroads to Keep Pace With Expansion of Marketing of Farm Produce Popularizes New Method in Rural Sections.

Washington, April 25.—Hauling farm produce to market in motor trucks represents one means of the successful solution of the "short haul," one of the most difficult problems which confronts the transportation expert, reports the bureau of markets of the United States department of agriculture in a recent publication, "Motor Transportation for Rural Districts."

The failure of railroads to keep pace with the expansion of the short-haul business; the development of the producing areas adjoining the larger cities in proportion to the production demands asked of them, and the up-building of the motor truck manufacturing activities, as well as the recent war emergency crisis, have popularized this method of moving farm produce to market.

The bureau of markets conducted an extensive survey of 60 rural motor routes to ascertain the defective practices and as far as possible to suggest improvements which would stabilize the industry. The bureau found that rural freight is hauled by the farmer who owns a truck and handles his personal marketing as well as that of his neighbor by motor; by the local truck operators who haul farm produce as a business; by the local automobile or truck agencies that operate transportation trucks as a side line; by the city transfer company which also engages in rural hauling, and by the large corporation which operates a fleet of trucks over a wide range of territory.

Pioneers Have Made Many Mistakes.

Pioneers have made mistakes which should teach valuable lessons for their successors. Too many motor men buy their truck first and then make a study of local conditions and the prospects for the development of a profitable and permanent hauling business in their communities. They neglect to inventory such critical conditions as the volume of farm products produced, areas, contemplated routes, the volume of miscellaneous hauling supplementary to regular loads; the competition of other carriers and the character of the highways over which the trucks must run. A motor truck route established in a sparsely settled or nonproductive region is foredoomed to failure, advise the experts of the department of agriculture. For successful operation a reasonable dependable tonnage is essential throughout the year.

Regions devoted to truck farming or dairying provide rich fields for motor truck operation. However, consideration should be given to nature of the products to be hauled, as low priced, bulky staples may not stand the transportation charges necessary to maintain a route. It is unlikely that hay can be transported by motor truck for long distances except under unusual conditions with respect to price. Perishables may stand the motor truck tariff if the

of such goods should be sufficiently high to offset the risk involved. The length of the haul naturally is another prime consideration.

Extra Service Must Be Considered. Where complete delivery is made from the door of the shipper to the door of the consignee, and service is rendered which is not duplicated by the railroad, this additional service must be considered in fixing the rate. Practically no rates have been established on the basis of cost plus a reasonable profit. A satisfactory rate must be one which is low enough to attract business and high enough to offer a reasonable profit to the operator.

Farm-to-farm collection of freight is practiced on short rural routes where comparatively few stops are ordinarily made. Such collection is costly both in time and gasoline and hence necessitates higher rates. The cross roads collection system is popular also, the shippers centralizing their produce at certain points where it can be loaded on the trucks. The central assembling method where the shippers concentrate their freight at one point or where a lighter, auxiliary truck collects and delivers it is worthy of trial, as it possesses many efficient features.

Keen Competition Another Factor. Keen competition is another factor in motor truck service. Such conditions, however, are only possible where the service is developed on a most extensive scale. Freight and express schedules in some districts have been unsatisfactory to shippers recently, and by offering a more prompt and speedy service truck owners have developed a very satisfactory business that ordinarily would be handled by rail.

Good roads are a prerequisite to successful motor truck operation. The unfortunate operator who tries to maintain his services over highways which are virtually impassable and unsatisfactory has found that his daily operation costs far exceed the average normal expenses and seriously affect his profits.

The man who plans to operate a motor truck should have a good working knowledge not only of his engine, but the entire machinery in general. The wages paid drivers vary in different sections of the country and for trucks of different sizes, ranging from \$2.75 to \$7.50 a day. Depreciation is one of the heaviest annual expenses with a motor, a loss of from 20 to 33 per cent of the cost of the truck each year being required to cover this charge.

Data collected by the bureau of markets show that the annual cost of overhauling and repairing the trucks range from \$100 to \$300 a year. The expenses, garage, rent, taxes, licenses and insurance, overhead expenses, repairs and equipment all swell the annual maintenance costs. In some sections there are many different systems of computing rates and charges for hauling as there are motor trucks, each owner having an original way of figuring his transportation toll. There are several factors which should be considered in the establishment of rates in any district. The value and the fragility of the load bear a direct relationship to the rate that should be charged. Very valuable or fragile loads involve the greater risk on the part of the carrier and the tariff for the carriage

COUNTRY WARNED OF TIMBER SHORTAGE

Price of Paver Depends on Supply of Timber. Tree-Planting Campaign to Be Inaugurated.

(By United Press.) Washington, April 25.—Warning of a coming timber shortage and the acute paper situation, Percival S. Ridsdale, secretary of the American Forestry association, today gave some startling facts as to conditions confronting the United States following the war. Ridsdale, who has just returned from France, where the offer to aid in reforesting that country was accepted, said:

"War reached its hand to the farthest corners of the earth and the reckoning of a settlement is now puzzling the brains of the world. In round numbers the cost of the war to the world is placed at 197 billions of dollars. The secretary of war has said that every child born for the next 100 years will have a part of the bill to pay. What are we doing to lighten that burden?"

"In no field did the hand of war reach farther or do greater damage than in forestry. Pictures of the devastation in France are familiar to all of us. A fight went on in other quarters of the globe to satisfy the call of war that was just as overwhelming as that of the battle line. The sound was the crashing to earth of timber trees and the wail of the saw."

"New England is no longer self-supporting in timber resources. The timber area in Minnesota, equal to that of Massachusetts, was wiped out by fire last fall, with passing notice. "Had the war come 15 years later, we would have been hard hit to meet the call for lumber. Southern pine manufacturers state the bulk of the original supplies of yellow pine in the south will be exhausted in 10 years and 3,000 lumber plants will go out of existence. "It is estimated that for every 40 billion feet board measure of merchantable lumber 70 billion feet are wasted in the field or at the mill. "We have all seen our newspapers jump in price against the will of the publisher. Ask the first newspaperman you meet about the cost of white paper and he will tell you the question is his nightly nightmare. Paper conservation should be taken up in the schools, as it has by thousands of business concerns. The situation is acute. "The American Forestry association, through its campaign for planting memorial trees, is educating the American people to the value of forestry. The association aims to register every tree planted and a marker has been designed for these trees. Plans are also going forward for tree planting on a wholesale scale, so that our forests may be replenished before it is too late. "Just how acute the situation is may be seen in the warning by Col. Henry S. Graves, a vice president of the American Forestry association

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and forester of the United States. He puts it this way:

"The experience of the war called sharp attention to the condition of our remaining timber supplies. The bulk of the material for general construction was obtained from a few large centers of original forest, often involving long rail hauls and high cost. Extreme difficulties were encountered in obtaining promptly and adequate supply of specialized products, like some of the high grade hardwoods. If the emergency had come 15 years from now we would have had every great construction in obtaining even the lumber needed for a rural construction, except at a great sacrifice in time, cost and crowding of the railroads. "The planting of memorial trees suggested by the American Forestry association is of the greatest educational value in directing attention to forestry. Large forest areas should be planted, not only this year but every year. We fought to establish the frontiers of freedom, but what are we going to do about maintaining those frontiers. The forests of France kept the Hun from reaching Paris. Will our forests keep the scourge of good and desert waste from overwhelming our land? We must answer now the call of the children who will be born in the next 100 years."

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COLLEGE GIRL VS. THE SHOP GIRL

(By United Press.)

Boston, April 25.—Have shop girls better tastes in dress than college girls?

This momentous question is the subject of a heated controversy among New England college girls. It started when someone (no one knows who) declared that college girls show very poor taste in selecting clothes, while shop girls dress as anyone would expect college girls to do, and the average college girl dresses as 99 people out of a hundred would expect a shop girl to dress.

President H. C. Bumpus of Tufts college, here recently, made a test which added to the discussion, by having 40 girls from Jackson college choose some feminine article of dress, several of which were arranged on two tables. On table No. 1 were articles of unusual quality, while on table No. 2 were a number of inferior quality. The girls were told to select an article from either table and as a result, the majority chose highly colored and inferior materials, in preference to better quality and more subdued and conservative colors.

Another test was made when 20 shop girls were shown the goods and told to choose what they themselves would wear. Not one of them failed to select the articles of best quality.

After the test, President Bumpus in an address said:

"Here is a patriotic instance of where college education fails to educate."

Now the college girls have started out to show the shop girls some points in selecting articles of feminine dress, while the shop girls are going to try to maintain the lead that they have gained through President Bumpus.

Bulletin Boosters should patronize Bulletin advertisers.

SOME GOOD ADVICE FROM VULCANIZER

Every motorist owes a duty to himself and all other drivers to stop his car and remove from the highway all broken glass or other substance dangerous to tires which he notices in his travels. A small brush or broom should be made part of the equipment of each automobile, and automobile owners of the country should pledge themselves to stop their cars and sweep from the highway any glass or harmful substance encountered. If each automobilist would follow such a policy it would not be necessary for the average man to remove glass more than a few times a year.

"When a cluster of broken bits of glass is allowed to remain on a highway until it has been entirely swept off by fires or carried away embedded in tires, probably hundreds of cars have their tires more or less injured before the glass disappears. If it is removed by the first man who sees it, hundreds of other machines are free from danger of the trouble," says an expert.

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HERE'S SOME FOR DE

Do you know ton-milage of you not, a simple and disclosed by the ber company. B cost of truck op lial to have the comparison with cost of operation allow the owner erating cost of with another, a haulage with ho livery.

Two Classes Use

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BIG MEN W

(By Uni Chicago, April dustrial brains, s maker's brain, s here today to s foreign trade pr

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It is the sixth convention. Acco James A. Farrel United States St work is far more of the others.

"The abrupt war in Europe, brought the Uni face to face with grave concern to trade and indust

"Now, as neve States, must rely to make certain labor and to p capital; to stabl vents to insure tion and per merchant vessels flag; to maini the American p stall any retrog high" standards achieved."

