

AUTOMOBILE DEPARTMENT

AUTOMOBILES, TRUCKS, ACCESSORIES, TRAILERS AND TRACTORS

Motor Transportation Occupies Assured Place in American Systems

Motor transportation now occupies an assured place among American systems for the carriage of freight and passengers, the National Bank of Commerce in New York says in the December number of its magazine, Commerce Monthly. The older transportation systems will eventually adjust their facilities to accommodate the traffic for which they are best adapted, the bank believes, so that the motor truck must bid for business on the basis of efficiency alone. That it will meet this test, the bank declares, there is no doubt.

Trucks are still carrying a considerable amount of freight which formerly went by rail, says Commerce Monthly, "and it is probable that they will take more of this business in the future, but it is no longer to be feared that the railroads will be injured by this diversion of traffic. As the railroads adapt themselves to the increased post-war traffic, the use of motor trucks will be confined to the field in which their superiority can be demonstrated. Manufacturers who make deliveries by both truck and rail find that beyond a certain limit of distance the advantage of the railroad is decisive. This limit is proportionate to the railway terminal costs of the locality. In a region of very high terminal costs, it has been estimated at about 125 miles. With the exception of shipments of goods for unusually fast delivery, it does not pay to ship by truck beyond this distance when railroad operation is normal. On the other hand, for shipments of 50 miles or less, the advantage is all with the truck, except for the heaviest type of loose freight, and the recent railroad rate increases will accentuate this advantage.

Railroad rates for short hauls are inadequate to meet the high proportionate terminal expense involved. Short haul freight in less than carload lots contributes nothing toward overhead expenses or profit and may even cause serious losses by increasing terminal congestion. Motor truck competition relieves this congestion and causes to be effective at just about the point where the really profitable railroad business begins.

Motor trucks are valuable supplements to railroad systems when operating as feeder lines, and in that capacity may replace the expensive light branch lines formerly found necessary to supply main line business from outlying territory. The

motor truck operates with success in districts formerly handicapped by inadequate transportation facilities and here performs a valuable service in creating new business. Motor express lines, privately owned and operated as public carriers, radiate from nearly all large metropolitan centers. Through these truck lines the producer can sell his produce without loss of time and at a minimum of expense, and often is enabled to

Seven Million Goes to Ford Workers as Cash Bonuses for Year 1920

Edsel B. Ford, president of the Ford Motor Co., Detroit, has announced that the regular cash bonus established December 31, 1919, will be continued on the same basis this year. Bonus checks are now being made out and distribution of them will start the first of January. These bonuses are in excess of \$1,000,000 and will be shared by approximately 75,000 men.

In addition, the Ford Motor Co. announces an extra 3 per cent for the six months ending December 31, on Ford investment certificates. This is in addition to the guaranteed 6 per cent 8 per cent having been paid July 31, 1920, making a total of 15 per cent for the year 1920.

Every one in the employ of the company prior to October 1, this year, and on the payroll December 31, receives a bonus. The bonus goes to the employee free and clear. However, if he wishes, he may invest his money in Ford investment certificates which carry a guaranteed interest of 6 per cent and also two special payments decided on by the directors of the company.

The bonus affects Ford employees at work in the Ford factory, Detroit; Ford blast furnaces and tractor plant, Rouge, Mich.; all United States branches, besides foreign branches at Copenhagen, Denmark; Bordeaux, France; Cadix, Spain; Buenos Aires, Argentina; Sao Paulo, Brazil; Montevideo, Uruguay, and Cork, Ireland.

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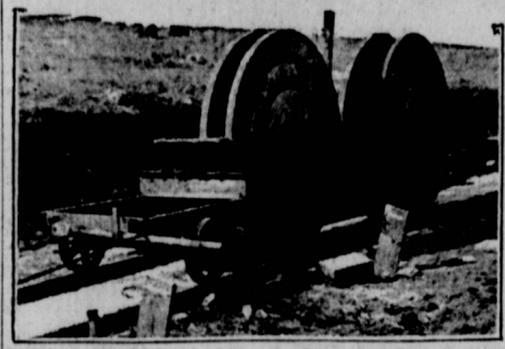
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Roads Crumble to Ruins Under Grinding of Heavy Trucks, Assert Experts



Machine for testing pavements. Each wheel weighs 1,000 pounds, and is two inches wide. They are run back and forth over a road until the surface fails, or stands the test.

in bad shape and cause it to go to pieces under lighter traffic. The best policy is to fair the heavy trucks.

The actual wearing of the surface of a road has been little considered, as all rubber-tired vehicles act about the same on it.

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An O. HENRY Story a Day

HUMOR PATHOS ROMANCE

The Day We Celebrate

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"In the tropics," "Hop-a-long" Bibb, the bird farmer, was saying to me, "the seasons, months, fortnights, week-ends, holidays, dog-days, Sundays and yesterday's get so jumbled together in the shuffle that you never know when a year has gone by until you're in the middle of the next one."

"Hop-a-long" Bibb kept his bird store on lower Fourth avenue. He was an ex-seaman and beach-comber who made regular voyages to southern ports and imported personally conducted invoices of talking parrots and dialectic parakeets. He had a stiff knee, neck and spine, and he was a bit of a snob.

"This one," said I, disregarding his homily on the subdivisions of time—"this one that seems all red, white and blue—to what genus of beasts do you refer?" He appeals at once to my patriotism and to my love of discord in color schemes.

"That's a cockatoo from Ecuador," said Bibb. "All he has been taught to say is 'Merry Christmas.' A seasonable bird. He's only seven dollars, and I've been many a time and Liverpool Sam got our ideas of stunts for money by making the same speech to you."

And then Bibb laughed suddenly and loudly. "That bird," he explained, "reminds me. He's got his dates mixed. He ought to be saying 'St. Patrick's Day' to match his feathers, instead of trying to work the Santa Claus graft. It reminds me of the time me and Liverpool Sam got our ideas of stunts tangled up on the coast of Costa Rica on account of the weather and other phenomena to be met with in the tropics."

"We were as it were, stranded on that section of the Spanish main with no money to speak of and no friends that should be talked about either. We had staked and second-cooked ourselves down there on a fruit steamer from New Orleans to try to match his feathers, instead of after we got there, for lack of evidence. There was no work suitable to our instincts, so me and Liverpool began to subsist on the red rum of the country and such fruit as we could reap where we had not sown. It was in a mountain town, called Soledad, where there were many bars, or future or recourse. Between steamers the town slept and drank rum. It only woke up when there were bananas to ship. It was like a man sleeping thru dinner until the dessert."

"When me and Liverpool got so low down that the American consul wouldn't speak to us, we knew we'd struck bed rock."

"We boarded with a snuff-brown lady named Chica, who kept a rum-shop and a ladies' and gentlemen's restaurant in a street called the Calle de los Forty-seven Inconceivable Saints. When our credit played out there, Liverpool, stomach overhauling his sensations of noble obligation, married Chica. This kept us in rice and fried plantain for a month; and Liverpool and me walked into it side by side, morning, noon and night, for five or fifteen minutes with a cannerole handed down from the stone age, and we knew that we had outwomered our employer. That night we signed an engagement with Don Jaime McSpinnosa, a superb banana fancier of the place, to work on his fruit preserve nine miles out of town. We had to do it or be reduced to sea water and broken doses of feed and slumber."

"Now, speaking of Liverpool Sam, I don't malign or inculpate him to you any more than I would to his race. In my opinion, when an Englishman gets as low as he can he's got to dodge so that the dregs of other nations don't drop ballast on him out of their balloons. And if he's a Liverpool Englishman, why, fire-damp is what he's got to look out for. Being a natural American, that's my personal view. But Liverpool and me had much in common. We were without decorous clothes or ways and means of existence, and, as the saying goes, misery certainly does enjoy the society of accomplishments."

"Our job on old McSpinnosa's plantation was chopping down banana stalks and loading the bunches of fruit on the backs of horses. Then a native dressed up in an alligator hide belt, a machete, and a pair of AA sheeting pajamas, drives 'em over to the coast and piles 'em up on the beach."

"You ever been in a banana grove? It's as solemn as a rathskeller at 7 a. m. It's like being lost behind the scenes at one of these mushroom musical shows. You can't see the sky for the foliage above you, and the ground is knee deep in rotten leaves, and it's so still that you can hear the stalks growing again after you chop 'em down."

"At night me and Liverpool herded in a lot of grass huts on the edge of a lagoon with the red, yellow and black employees of Don Jaime. There we lay fighting mosquitoes and listening to the monkeys squalling and the alligators grunting and splashing in the lagoon until daylight, with only snatches of sleep between times."

"We soon lost all idea of what time of the year it was. It's just about 86 degrees there in December and June and on Fridays and at mid-night and election day and every other time. Sometimes it rains more than at others, and that's all the difference you notice. A man is liable to live along there without noticing any fighting of tempus until some day the undertaker calls in for him just when he's beginning to think about cutting out the gang and saving up a little to invest in real estate."

"I don't know how long we worked for Don Jaime, but it was thru two or three rainy spells, eight or 10 hair cuts, and the life of three pairs of sailcloth trousers. All the money we earned went for rum and tobacco, but we ate, and that was something."

"All of a sudden one day me and Liverpool find the trade of committing surgical operations on banana stalks turning to aloes and quinine in our mouths. It's a seizure that often comes upon white men in Latin and geographical countries. We wanted to be addressed in language and read the seal of a steamer and see the real estate transfers and papers' outfitting ads in an old newspaper. Even Soledad seemed like a center of civilization to us, so that evening we put our thumbs to our nose at Don Jaime's fruit stand and shook his glass burrs off our feet."

"It was only 12 miles to Soledad, but it took me and Liverpool two days to get there. It was banana stalks nearly all the way, and we got twisted time and again. It was like paging the palm room of a New York hotel for a man named Smith. "When we saw the houses of Soledad between the trees all my disinclination toward this Liverpool Sam rose up in me. I stood him while we were two white men against the banana bristles; but now, when there were prospects of my exchanging even cuss words with an American citizen, I put him back in his proper place. And he was a sight, too, with his rump-panted nose and his red whiskers and elephant feet with his leather sandals strapped to them. I suppose I looked about the same."

"It looks to me," says I, "like Great Britain ought to be made to keep such gin-swilling, scurvy, unbecomingly mud-larks as you at home instead of sending 'em over here to degrade and stain foreign lands. We kicked you out of America once and we ought to put on rubber boots and do it again."

"Oh, you go to 'ell," says Liverpool, which was about all the repartee he ever had. "Well, Soledad looked fine to me after Don Jaime's plantation. Liverpool and me walked into it side by side, from force of habit, past the calabosa and the Hotel Grande, down across the plaza toward Chica's hut, where we hoped that Liverpool, being a husband of hours, might work his luck for a meal."

"As we passed the two-story little frame house occupied by the American club, we noticed that the balcony had been decorated all around with wreaths of evergreens and flowers, and the flag was flying from the pole on the roof. Stanzev, the consul, and Arkright, a gold-mine owner, were smoking on the balcony. Me and Liverpool got our dirty hands toward 'em and smiled a real society smile; but they turned their backs to us and went on talking. And we had played what once with the two of 'em up to the time when Liverpool held all thirteen trumps for four hands in succession. It was some holiday, we knew, but we didn't know the day nor the year."

"A little further along we saw a reverend man named Pendergast, who had come to Soledad to build a church, standing under a cocoanut palm with his little black alpaca coat and green umbrella. "Boys, boys," says he, "thru his pipe spectacles, 'is it as bad as this? Are you so far reduced?"

"Merry Christmas" said the red, white and blue cockatoo. "Take him for six dollars," said Hop-a-long Bob. "He's got his dates and colors mixed."

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ROAD BULLETIN

GRAVEL ROADS

- Kash-Den Molson—Good.
- Des Moines-Tacoma Highway—Fair to good.
- Keosauqua—Fair; resurfacing in progress.
- Keosauqua-Hubbard—Fair; resurfacing in progress.
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AUTO TALK

With all sorts of stories of privation and disease coming from the European central states, it is worthy of note that an automobile show was held in July in Casco-Slovaia. Somebody is prospering there.

FAMOUS MOTORCYCLE RACES IN MOVIES

Local motorcycle fans and race enthusiasts who were unable to actual witness the big international 200-mile road race held at Marion, Indiana, will not be robbed entirely of the thrills of seeing this motorcycle classic. An intensely interesting motion picture of the event was obtained by the Harley Davidson Motor Co. of Milwaukee, and will be shown free of charge in this city at Knights of Pythias hall, 1929 Third ave., December 13, at 8 p. m.

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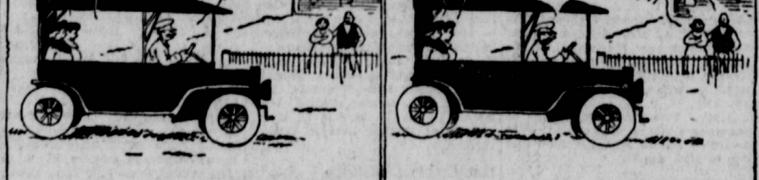
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