

MOTOR TRUCKS

By Frederic J. Haskin

Although statistics of the census bureau show there has been a steady increase in the number of horses in the United States, it is a fact that the horse as the furnish of motive power for commercial wagons is rapidly being displaced by the motor. In New York today there are more than 5000 motor trucks, or commercial cars, as they are called; in Chicago there are nearly 5000. In every big commercial center, where progressive business management is required the highest possible efficiency from each unit of capital, the cumbersome, over-heavy, underpowered team-drawn vehicle of a few years ago is giving away to the silent, efficient and sure motor driven carrier.

Motor trucks are being used in every conceivable line of business. They haul every commercial article, including newspapers, ice cream, pianos, coal, crushed stone, hot asphalt, bottled and barreled beer. In the most up-to-date of trucks for special uses, there are devices for keeping asphalt hot, ice cream or fruit cold, flowers damp, or the driver warm. The reason for the displacement of the team-drawn wagon by the motor truck is that it decreases the cost of a delivery and the time required. One high grade motor truck will do the work of three or four team wagons of the same size. The motor truck is faster and surer than the team wagon. It is independent of weather extremes, indefatigable, demands no set hours for rest or feed, is free from bad temper, occupies less space on the streets, at the dock or terminal and in the stable. It does cleaner work. These facts have been demonstrated by actual comparative accounts kept for team wagon and motor trucks doing the same work.

Good Roads for Economy. Motor trucks in most cases, however, demand good roads for their economic use. On many roads the team has the advantage of the truck in that it can pull its load out of the mire, while the truck has to drive its load. The advantage of leverage is with the team. Two recent achievements of motor truck drivers, however, demonstrated that the truck can, if necessary, do its work without regard to road conditions. In September a loaded motor truck made the trip from Philadelphia across the continent to San Francisco, averaging 45 miles a day for 39 days. It traveled through snowstorms, cloudbursts, over broken bridges and deep gullies, up grades as high as 20 per cent, and through alkali mud up to its hubs. In August a motor truck took part in the field maneuvers of the Red and Blue armies in Connecticut. The tests to which this truck was subjected are said to have been more severe than any ever made on motor trucks for field work before. France maintains a squadron of 2000 subsidized motor trucks at all times ready to be mustered into service in the event of war.

The new commercial cars are operated by either electric or gasoline motors. For long hauls gasoline trucks have the advantage, but for city work, where battery charging facilities are easy of access, the electric type has taken the lead. Experiments are being made with electric batteries looking toward increasing their storage power so that they will not demand frequent charging and will thus permit the

electric truck to enter the long haul field. The efficiency and safety of the motor truck is constantly being added to by newly invented devices. Heavy trucks are dangerous to traffic when rapidly driven because they are cumbersome and unwieldy. The temptation to the driver to speed up to make up for lost time has been successfully met by a new wheel attachment. This sets a loud gong to ringing and warns the driver and the traffic policeman when the truck exceeds a certain speed limit. This device for obvious reasons will also discourage Sunday joy riding in motor trucks.

Are Many Remedies. The disadvantages of cumbersome-ness can be coped with in various ways. Doors can be built large enough to permit the easy entrance of the truck. Courtways can be equipped with turning tables, traveling belts, movable platforms, slides, chutes and other sorts of modern efficiency apparatus.

Quick loading devices are being sought by truck owners in their efforts to increase the efficiency of their trucks. This demand has brought truck models with bodies that can be entered from the sides or rear. These are valuable for loading in narrow streets. There are air pressure hoists for putting on or removing the load. The driver of the motor truck is usually a man of some mechanical skill and is a specialist. The loading and unloading of the truck is left to employees at the warehouse or terminal or assistants on the truck. Much care is given to the safety and comfort of the truck driver in the construction of the modern truck. Transparent rain and wind shields are provided. Levers and pedals are placed in easy reach of his hands and feet. The "spider" of the steering wheel is surrounded by a large hard rubber wheel to prevent his hands from slipping. Pedal brake controls are covered with safety treads coated with carborundum to prevent slipping when the time comes for the car to be stopped quickly.

But while every care is taken to make the driver comfortable and safe, he is also subjected to the close scrutiny of an "invisible eye" to prevent him from stealing the time he has sold to his employers and from speeding up to make good this lost time. This "eye" is a wheel attachment, recently invented, which records each stop made by the truck, the distance between stops, the time at which the stop was made, the length of time for which the truck stood still and the speed made by the driver between stops. It records every movement of the truck upon a daily chart and if the driver has made any but scheduled stops he is called to account.

Keeping tabs on the driver and the truck is not the only function of this device. It enables the truck owner to check up the exact service performed by the truck's tires. Truck tires are guaranteed to last a certain number of miles—the better grade for several thousand miles—but in the past it has been difficult to ascertain actual service of tires. The speedometer will perform this function as well as the recorder.

Blocked by Coal Wagons. In the past when city dwellers were putting in their winter coal supply, police departments had many complaints that street cars were blocked by coal

Healthy Old Age Is What Dr. Hartman Advocates



S. B. Hartman, M.D.

See here, young man, I heard you complaining; the other day of being nervous, sleepless; brain fagged; and the like. A young man, hardly in the zenith of your life, complaining of such things!

And this is very common, too. You are not the only one. Probably three out of four of the young men of today have just such symptoms as you describe. What does it mean? Look at me. I am eighty-two years old. Sound as a nut. Tough as hickory. Do not know what it is to be tired. My eye I cannot do as much physical work as I used to when a young man, I can do a great deal. Probably twice as much as the average young man of today.

What has kept me so strong and well? I will tell you. I do not use tobacco. I do not use alcoholic stimulants. I do not use tea or coffee habitually. I go to bed early. I get up early. I am always doing something; something that occupies my body and mind. I love to work. I take a cold water towel bath every morning, winter and summer. It is these things that have kept me well and strong. You could be just as well and strong as I am if you would do as I do.

You may ask, do I never get sick, have I never had occasion to take medicine at all? Yes, I have got sick. Sometimes I feel a little touch of climatic trouble, like cold, malaria, slight catarrhal symptoms, but my only medicine is Peruna. I always keep a bottle of Peruna in the house. I keep a bottle of Peruna on my desk in my office. Once in a while I take some. I do not take it habitually. Take it only when I feel a little out of sorts. One swallow will perhaps be all that will be necessary, but it is always handy by.

It is a sorry sight to see the young men of today begin to peter out physically when they ought to be in the glory of their manhood and the height of their vigor. Eat plain food. Live frugally. Give up all weakening habits. Live as God intended you to live. Take Peruna when you do not feel as well as usual.

If you want me to I will send you a book which will tell you a great many more things about yourself and about matters that may be of great value to you. Enclose a two-cent stamp for postage and the book will be sent in a plain wrapper and you will not be troubled with any follow-up letters or advertisements.

PIERCE PARK AND COLLISTER NOTES

Both Pierce Park and Collister Presbyterian churches will be represented by speakers at the Presbyterian union service to be held at the First Presbyterian church of Boise, Sunday evening. There will be speakers from all the Presbyterian churches in the vicinity of Boise at the meeting.

Mr. and Mrs. Sayer of Idaho Falls, are spending a few days visiting at the home of Mr. and Mrs. Alter. Pierce Park school has a fine exhibit at the Inter-Mountain fair.

Midweek prayer meeting was held at the home of Y. B. Atkinson, owing to the absence of the pastor. L. B. Wilcox was the leader.

Rev. E. N. Murphy left Monday to attend meeting of synod at Twin Falls. He returned Friday morning. He reports the largest attendance of ministers in the history of the synod and a most enjoyable and profitable time.

Mrs. Bell of Phoenix, Ariz., is visiting at the home of her son, John D. Bell. She visited relatives in California and Washington, and will visit her son in Colorado before returning to her home.

The Methodist church of Collister is planning the erection of a lecture room in the near future, preparatory to the erection of a larger building.

Miss Esther Minger has returned from a visit at Emmett, and reports a fine time.

Several orchardists joined in shipping a carload of apples east on Wednesday.

Colby A. Sargent has sold his store to J. Anderson of DeLamar. Mr. Anderson contemplates enlarging the stock considerably, making it a general merchandise store.

E. A. Ellison has leased the Peckstein place for five years. He is improving and enlarging the house, preparatory to moving into it.

PUBLIC AUCTION!

ESTATE OF C. E. BRAINARD

October 30, 1912

THE MANAGER OF THE ESTATE OF C. E. BRAINARD WILL OFFER AT PUBLIC AUCTION TO BE SOLD TO THE HIGHEST BIDDER, THE FOLLOWING DESCRIBED LANDS:

240 acres raw sagebrush, with water rights, in Farmers' Co-Operative Irrigation Company and Noble Ditch Company, ditches all within four miles of New Plymouth, Idaho, is all bench land and suitable for orchard culture, will be sold in 40 and 80 acre tracts.

140 acres in 2, 3 and 4 year old apple trees; standard varieties, Jonathan, Rome Beauty, Winesap and Arkansas Blacks; water right in Farmers' ditch, all within four miles of New Plymouth, Idaho, and one and a half miles of shipping station, on railway, will be sold in 10 and 20 acre tracts.

50 acres adjoining the townsite of New Plymouth, Idaho, in sagebrush, fairly level, water right in Farmers' ditch, will be sold in 2, 5 and 10 acre tracts; is all bench land, suitable for orchard, diversified farming or suburban homes.

Three 40-acre ranches between New Plymouth and Fruitland, in alfalfa and plow land, usual ranch buildings, close to shipping stations.

Also a limited number of business and residence lots in New Plymouth, the coming town in the heart of the Payette Valley.

Some of these properties have small mortgages on them running two, three and five years, at 6 per cent, 7 per cent and 8 per cent, which can be paid off or assumed by the purchaser.

This auction has been made necessary to enable the executrix to pay off the claims against the estate, so that the estate may be closed up.

Terms of Sale

\$1000 or under, cash; \$2000 or over, one-half cash, balance secured bankable notes at 8 per cent.

This is an opportunity of a life time and if you have any relatives or friends in the East who contemplate making their home in the west, write them to be on the ground.

No delay or difficulty in furnishing clear title to the property, a full description of which may be had upon application to the New Plymouth Land and Colonization Company at Payette, Idaho, where conveyances will be furnished parties to inspect the properties.

Auction Will Be Held at New Plymouth, Idaho

COMMENCING AT 1 P. M. SHARP, WEDNESDAY, OCTOBER 30, 1912.

Announcement of Change of Name

Please take notice that the name of the Idaho Coal & Commission Co. has been changed to IDAHO COAL & SEED CO.

We take this opportunity to call attention to our increased facilities for handling this line of business

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COAL, SEEDS, GRAIN
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STOCK FOODS, POULTRY FOODS AND SUPPLIES FERTILIZERS.
Prompt Deliveries. Telephone 31
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Operated so easily Too
Warms the floor all Over
Acres in the small Vacuum around fire
Reduces the coal bill Easily one half
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In your search for artistic bits for home decoration by seeing the variety and worth of the pictures—framed and unframed—we display.

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is just as good as experienced workmen can possibly do it. Our work passes the closest investigation; it passes all the requirements of the building inspector and it pleases you and satisfies us. Let us figure on your next work.

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Pioneer Fruit Picking Bags
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| Queen Olives, per pt. | 30c |
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