MOTOR TRANSPORT FILLS NICHE THAT IS NOT HELD BY OTHER HAULAGE MEANS

It Takes Goods From the Door of the Shipper to the Door of the Consignee Without Any Change or Rehandling.

By ROY D. CHAPIN.

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In the last year there has come to our view an entirely new picture of transportation in America. We are standing at the threshold of wonderful new developments.

We have seen the railroads taken over by the United States government, and simultaneously we have seen the highways of the country taken over by the people for the purpose of hauling goods which could not be hauled during the period of railroad congestion by the railroads themselves.

In the whole history of transportation, that of the highways has been the patient drugde. Suddenly the motor truck has come forward and supplied for the highways what the steam engine supplies for the railroads, and the electric car supplies for the interurban systems—rapid transit. And this has brought about many new conditions.

These pertain not only to the roadbed itself, but also to the development of types of traffic which we have not yet seen or pictured in our imagination.

The motor transport fills a niche that is not filled by any other means of haulage. It takes goods from the door of the shipper to the door of the consignee without change or rehandling.

SHORT HAUL R. R. TROUBLE.

Sometimes it takes a freight car moving out of a big terminal as much time to arrive at its destination, which may be at a distance of only 30 or 40 miles, as it would take that same car to travel hundreds of miles if it were directed along the main line of the railroad. This means that the short haul movement is cluttering that terminal and any railroad man will say that today it is the terminal that is the crux of our railroad congestion. The getting of freight cars through the terminal and back into the main line solves that problem.

Daniel Willard recently said that there was no serious problem moving freight on the main line, and that the terminal was always the neck of the bottle.

He said also, "I see a new idea in transportation which I could not see before I came to Washington. I see transportation in the future, that is, traffic, given to that means of transportation which can best and most economically and most quickly carry it. I recognize the utility of the motor truck and its particular field. It can carry a portion of that traffic. Go ahead and see what you can do to put that traffic on the highways which legitimately belongs on the highways."

Today most of our large cities, especially in the Eastern zone, where traffic congestion is the worst, have established inter-city truck lines, plying back and forth on a regular schedule, carrying goods at a more rapid rate than either the railroads or express lines, and in many instances taking them right from the door of the consignor and delivering them to the door of the consignee.

NETWORK OF MOTOR LINES.

These motor truck lines soon will form a vast network throughout the United States, and they will live, not because they are well financed, not because they are run by an enthusiast, but because, on a competitive basis, they will prove that they can carry that traffic more quickly, more expeditiously and more safely than any other means of transportation. That is the future of the inter-city truck line in our transportation plans.

The Connecticut council of defense adopted the English plan and established throughout the entire state fourteen "return loads bureaus." The business of the bureau in any city in that state is to know what the merchants and manufacturers have in the way of loads that will radiate from that city. That does not sound very big when applied to one state, but the same idea is rapidly coming into use elsewhere.

It is not only by inter-city service that the motor truck can lessen the pressure on the railroads. They can do it as well by helping when freight has reached its destination, in getting it moved more rapidly from the station to the consignee.

In the state of Maryland a wonderful system of rural express wagons is in operation. These rural wagons start from the farms and run into Baltimore or Washington, some of them a distance of 50 miles. In the main they reach farms that are not on the railroads or upon any interurban lines. In Washington or Baltimore the truck picks up commodities of the merchants of the city and drops them at the gate of the farmer. That is real round trip service.

Again, traffic over the waterways very frequently must go to the boat over the highway. Eventually we will match up the ——— waterways system with the highway transportation system. Trucks wil take freight from the station and carry it to the boat. Other trucks will take it from the boat and carry it to its destination.

A new type of transportation, carrying every year millions of tons of freight, is coming into being, and it has perhaps, the greatest possibilities of any form of transportation.

GOOD PISTON

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pressure. Merely closing its expansion vent by flanges or a locking device of stepping the joint does not prevent leakage past a ring which has not equal tension on the cylinder wall.

Piston ring material is also of great importance. Rings cannot be made successfully from ordinary cast iron.

AVOIDING A SKID.

When experienced motorists feel the rear wheels of their cars skidding sideways, they don't apply the brakes or open the throttle. They throw off the clutch and turn the front wheels the way the car is skidding, letting the driving kheels turn as slowly as possible when driving on a wet road without non-skin chains, it is advisable to keep one pair of wheels on rough pavement or dirt wherever possible.

CAR ONLY

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require a drop of oil occasionally, and this oil must be of the very finest grade, which will not gum. The error often made is in using too much oil, so that a great deal of it gets between the breaker points. The points themselves do not require lubricant; it is the other wearing parts of the breaker mechanism which need it. If the driver could only realize the importance of using good oil for the magneto a great deal of money would be saved. The magneto bearings usually are of the ball type, and very rapid deterioration occurs if a poor grade of oil is used. This deterioration is both mechanical and electrical.

A magneto does not require inspection more than once a month, providing it is giving service. At this inspection the oiling should be gone over and the magneto holding down means should be inspected to make sure that the magneto does not rock on its base.

INSPECT SYSTEM REGULARLY.

If the car owner could be made to realize the importance of keeping the magneto in fit condition he would readily understand the saving in money which could be made by having the magneto gone over periodically. This inspection should include a thorough cleaning of the distributor and the distributor parts, the checking up of interrupter point adjustment and cleaning them with kerosene. The points should separate between .015 and .02 inch. If these points are uneven, that is, not parallel, or if they appear to be worn unduly, they should be filed flat with a special magneto file or a jeweler's file. All cables and wires should be gone over very carefully for insulation breaks and to see that terminal fastenings are right. Cheap cables are likely to develop small cracks, and these permit leakage of current to parts which the wires touch.

If on the road the engine suddenly goes dead and it is traced to ignition trouble, the first thing to do is to check up all wiring to see that no wires have broken from their terminals. The best method of tracing is to start at the plugs and work toward the switch. The distributor should be the first point of attack, and if this is found to be clean and the arm making good contact the interrupter points should be suspected.

A FEW TROUBLE SOURCES.

It is so rare that a magneto actually fails to give a spark even to mention any further possible causes of the instrument going dead. Misfiring, however, may be caused by dirty spark plugs, plugs with wide or narrow gaps, poor contacts at the plugs, a loose ground wire, a loose distributor cable, broken cable, insulation, breaker points poorly adjusted, dirty or uneven. If the misfiring is especially noticeable at low speeds and all these things are inspected, one might suspect that the magnets were weak. If the breaker points wear down very rapidly, due to arcing, the trouble is probably caused by the condenser. It is hardly the work of the car owner to go so deeply into this type of ignition trouble, for when anything goes wrong in the condenser the matter should be investigated by a magneto expert. The same applies to coil trouble especially if an outside coil is used.—Salt Lake Tribune.

AUTO MAIL 19 YEARS OLD.

The first time a motor vehicle was used to collect United States mail was in Buffalo, in the early summer of 1900.

S. A. TAKES TRACTORS.

In the fiscal year of 1918 more tractors were shipped from the United States to the Latin-America countries than in all of the preceding four years, according to a daily consular report.

ARMY TRUCK BRINGS VICTORY TO YANKS

Load of Ammunition to Fighting Soldiers at Chateau-Thierry Saves the Day; Trucks to Figure in Future.

The most remarkable victory of the American' expeditionary forces in France, at Chateau Thierry, was made possible by a motor truck, which came through with a load of ammunition, sorely needed, at the most critical moment, all other trucks in the ammunition train having been disabled by shell fire before reaching the front line trenches.

This is but one instance showing the remarkable service rendered by motor trucks "Over There," but no less remarkable is the story of the motor truck and its service "Over Here." During a time when our railroads and other transportation facilities were taxed to their utmost it was the motor truck that came to their relief, delivering fuel and food to "keep the home fires burning."

We are now confronted with the problem of reconstruction—a task that will require the use of every possible means for securing the highest efficiency in transportation.

Work must be resumed on many projects which were suspended during the war, in addition to the large amount of reconstruction work which has been postponed for a year or more and in addition to the usual amount of building and other projects carried out in normal times. In other words, about two years' work is expected during 1919. Although this sounds like an impossible program, yet the motor truck will make it possible to accomplish what has heretofore been considered too large a program.

MORE ROAD BUILDING

That motor transportation is highly desirable and essential is being recognized and preparations are under way for the most extensive road building program which has ever been thought of.

The farmer who lives at some distance from the railroad has heretofore been practically isolated and would not produce to the full limit on account of the difficulty of marketing his product. This situation will be remedied by motor express lines branching out from the cities to bring in food and return to the farmer loaded with supplies which he must secure in the city. The rural motor express is being established at a surprisingly rapid rate, and within the next few days we will see these routes thoroughly established and regular service maintained. This service will be so essential that farms not located on an express route will be so handicapped as to affect the value of the land.

Interurban express lines are being established between larger towns to carry parcels and merchandise of all kinds. The advantage of having merchandise delivered at his door appeals to the merchant who has had exasperating experiences with the regular express service as furnished by the railroads.

TRUCKS TO FIGURE

That a most important extension of truck lines for the postal service is under consideration has been hinted at a number of times, and it seems reasonable that the large number of trucks which the government has on hand should be used for such purpose. The extension of parcel post delivery and even the transportation of mail over short routes will prove a tremendous saving in mony as well as in time. The development of postal truck lines will give a most decided impetus to the development of trucks for express and freight, and as soon as passable roads are built, we believe they will be in in every direction.

That the farmer will adopt motor trucks is a certainty. With the scarcity of horses and farm laborers, he is almost compelled to resort to other means of transportation and power. The farmer can secure a better price for his produce when delivered to market early in the morning in good condition as compared to the same produce which has been handled a number of times via freight or express over the railroad, and lying about on loading platforms, finally reaching the market late in the day, and in too poor condition to be held over for the next day.

Taking it all in all, there is an unlimited field for motor trucks during the period of reconstruction now at hand, and if the supply of material and labor necessary for their production is available, we believe that this year will see the largest sale of motor trucks that has ever been recorded.

EXTERIOR OF ENGINE MUST BE KEPT CLEAN

Too frequent motorists are satisfied to keep their engines free from carbon, but do not attempt to keep the exterior of their power plants clean. They should take a lesson from the steam engineers who keep their machinery bright and shiny in addition to removing all dirt. A motor car engine is exposed to more severe operating conditions than a steam engine. Dirt, road dust and mud mix with oil, forming a gummy mass. When the mixture of oil and dirt reaches working parts it has the effect of emery. It is detrimental to magneto, distributer and carburetor operation and also impairs the efficiency of the cooling system of the engine eventually.

CLEAN VACUUM TANK WEEKLY.

Once a week or so it is advisable to open the drain cock at the bottom of the vacuum fuel feed tank. It will generally be found that a few drops of rust and water will flow out before any gasoline appears. Sometimes it is necessary to push a wire up the drain cock to start a flow of any sort. The inference is that unless this foreign matter is removed at regular intervals carburetion troubles may ensue.

STUART ROBERTSON TAKES OVER MANAGEMENT OF THE BRYANT TIRE HOUSE

Puts in Twenty-One Months in Aerial Service of Army; Made Several Flights in the East.

Master Signal Electrician, Stuart Robertson, arrived in Boise recently after spending over 21 months in the air service of the U. S. army.

Mr. S. E. Robertson enlisted in April, 1917, shortly after this country declared war, and was sent to what is now known as Kelly Field, San Antonio, Texas. Several months later, he was transferred with the 40th aero squadron to Selfridge Field, Mt. Clemens, Michigan; and remained with the same organization at that post until the time of his discharge.

While at Selfridge Field, Robertson was in charge of the field repair assembly, and test flights of airplanes. He was also mechanician on several cross-country flights throughout Michigan and Ohio, and brings back an aerial flyer's rating.

Mr. Robertson, formerly in the employ of H. H. Bryant & Son, local Ford and Firestone dealers, has accepted a position as manager of the Bryant Tire & Vulcanizing Co., at 11th and Front Sts. He will be found ready to serve the tire users of this community as well as he has served Uncle Sam.

HOLES WEAR TIRES.

Holes and ruts also contribute their share in the matter of tire wear. They shake and jolt the tread and tear it loose from the fabric. There is no remedy for such a condition except to have the tire vulcanized.