

NEBRASKA DEVELOPS AUTO TRUCK EXPRESS

Movement Holds Great Interest for Other States.

BENEFIT TO FARMER GREAT

Possibilities Shown by Delivery to Omaha Stockyards by Truck of 250,000 Animals in 1918.

The most marked recognition of the motor truck as a freight vehicle comes from Nebraska with the news that the Nebraska state highway commission is looking into the matter of freight rates charged by the lines now in existence. The object is to standardize these rates.

This movement follows a routine announcement in the annual report of the South Omaha stockyards that a quarter-million of live animals were delivered to the stockyards during the year 1918, an increase of more than 500 per cent over the 1917 record. That this number will not be reduced this year is indicated by the figures for January, which report that 21,456 hogs were delivered at the yards that

AUTO RACING SCHEDULE.
Here's the schedule of automobile races yet to be held this season:
July 4—Tacoma speedway.
July 5—Cincinnati (O.) speedway.
July 19—Uniontown (Pa.) speedway.
July 26—Sheephead Bay (L. I.) speedway.
August 22—Elgin (Ill.) road races.
August 23—Sheephead Bay (L. I.) speedway.

month, says an editorial in Motor World. The number of other animals was not included in the monthly report.

The Omaha Stockyard figures have been attracting much attention in the middle western states since they were published the first of the year and many transportation people have sought an explanation. The facts revealed are that the greater part of the 250,000 animals delivered came from farms within a radius of 75 miles of the stockyards and were delivered by trucks running on recently established freight lines.

Return Loads Obtained.

These lines bring produce of all kinds into Omaha and back merchandise to local merchants. The lines are joining to organize depots for groups, the idea being to reduce the overhead and pickup charges.

Where stores sell freight that is difficult to load, such as machinery, the trucks call at the freight room. Small packages freight is picked up at the depots, where the stores deliver it.

The Omaha rates are said to present a complicated study. Some of them are adjusted on a motor or less scientific schedule as to weight and distance and others are just figures which represent rates. It is the latter condition and complaints arising from it which have attracted the state highway commission. Men who have made partial investigations of these rates say that the present average is 25 cents per hundredweight for all distances to 25 miles and 1 cent per hundredweight per mile after that distance.

Railroad men in Omaha are reported to be accepting this situation with more or less satisfaction. As a matter of fact the railroads have favored the handling of livestock for short hauls. The time, damage claims and the cleaning of cars and other handicaps are said to have made this traffic very expensive as compared with the rates the roads are allowed to charge. Nebraska is in many sections presenting a very favorable development of the rural express idea, so much so that some of the strong farmer organizations in that state are planning a co-operative motor truck service that will crisscross the entire state. The centers for this service are planned in the chief markets and railway points, with a view of developing carlot shipments of freight at stated intervals from certain points.

Made Easy for the Farmer.

The idea behind it is that the farmer who wants to ship something can hang the motor truck flag at his gate and the truck will stop and pick up his shipment without trouble to him and at no greater expense than has been imposed upon him when hauling this small shipment to the railroad station.

One idea behind this general plan, which is expected to develop this spring, is that such an organization would have emergency truck capacity and might in time be able to move the accumulated freight at trade centers to larger markets on the coast. However, the long haul for such freight is still a problem in the eyes of the Nebraska folk. But they are sure that such a fleet of trucks could be put into this district when the potato movement is on, to that district to handle peaches, even there for strawberries and some place else for the cabbage or wheat crop.

The gathering of these various crops, usually on farms in much less than carlot quantities, would make carlot shipments to eastern markets of much material that is now lost because Farmer Jones does not want to bother with his own business and Farmer Smith is too busy to take his own machine and haul seven bushels nine miles to the shipping point. However you look at it, the Nebraska situation is one that should be watched and given every encouragement, for it holds large possibilities and if properly handled will probably establish precedents that will be useful in other communities.

What can be done in your town?

GOODRICH BUSINESS HUGE ONE

Cost for Postage Stamps Alone Is

\$83,000 for 1918.

Very few persons realize the amount of mail and telegrams handled by a big corporation. Very few towns with 45,000 population can boast as many letters, packages and telegrams received and sent every day as can the B. F. Goodrich Rubber Company at its factory in Akron, O.

During the year 1918 the telegraph division of the company received 81,492 messages and sent 81,829, a total of 113,321 messages. The approximate cost, including both the sum received and sent, aggregated the sum of \$33,470. During the busiest month of 1918 a total of 16,908 messages passed through this office. The largest telegram handled contained 1940 words.

On January 30, 1919, the mail division received and handled altogether 17,570 pieces of mail. The postage needed to keep the Goodrich mail going represented a small fortune, the total amount coming to \$83,406.



Roll Call



YEAR after year this list grows. It is something more than a list of well-known concerns owning ten or more White Trucks. It represents a yearly progress in added trucks per owner—the most extensive growth of individual fleets ever published by a truck maker.

The buyer of one or many trucks can have no better guide than the experience of those whose trucking volume affords a comparative knowledge of results.

There are now 2,774 fleets in active service, totaling 33,139 White Trucks, exclusive of all single truck installations.

The last column includes only the first three months of 1919

	1910	1911	1912	1913	1914	1915	1916	1917	To-day		1910	1911	1912	1913	1914	1915	1916	1917	To-day
Abraham & Straus	0	0	0	0	0	0	0	10	10	J. William Lee & Son	0	0	0	0	0	0	13	13	13
Air Nitrates Corporation	0	0	0	0	0	0	0	0	29	Fred T. Ley & Company	0	0	0	0	1	1	4	10	13
All Russia Zemsky & Cities Union	0	0	0	0	0	0	0	10	10	Leyte Land Transportation Co.	0	0	3	6	10	12	14	14	14
B. Altman & Company	0	0	8	8	33	67	92	92	93	Liberty Baking Company	0	0	0	0	0	0	0	0	15
Aluminum Co. of America Interests	0	0	0	0	1	2	2	16	20	Lit Brothers	0	0	0	0	0	0	17	26	27
American Ambulance Field Service	0	0	0	0	0	0	0	22	26	Loose-Wiles Biscuit Company	0	0	0	0	0	2	2	2	11
American Can Company	0	0	4	7	8	8	33	56	66	Los Angeles Brewing Company	0	0	2	7	13	14	15	17	17
American Petroleum Company	0	0	0	0	0	0	0	12	26	Los Angeles Ice & Cold Storage Co.	0	0	0	0	0	0	5	10	10
American Railway Express Companies	0	0	3	14	23	27	88	98	111	Henry C. Lytton & Sons (The Hub)	0	6	7	9	10	11	11	12	12
American Red Cross Society	0	0	0	0	0	0	0	86	122	McCreery & Company	0	0	8	8	8	11	15	15	15
American Steel & Wire Company	0	0	0	0	5	6	10	15	20	G. M. McKelvey Company	0	0	1	1	6	8	18	18	18
American Stores Company	0	1	2	9	14	14	15	29	37	R. H. Macy & Company	0	0	0	0	0	0	15	15	15
American War Relief Clearing House	0	0	0	0	0	2	18	32	32	Mandel Brothers	0	9	10	15	16	17	17	17	17
Ammen Transportation Company	0	0	2	7	8	9	11	17	19	City of Manila	0	0	3	3	3	7	8	11	11
Anheuser-Busch Brewing Association	0	0	0	0	0	1	17	19	20	A. C. Marshall Company	0	0	0	0	0	0	0	0	15
Arlington Mills	0	0	0	0	1	2	11	12	12	State of Massachusetts	0	1	4	4	4	5	11	11	11
Armour & Company	0	4	30	51	63	84	165	226	259	The May Company	0	0	0	4	11	15	26	26	27
Associated Bell Telephone Companies	0	1	6	30	46	84	311	447	477	Mesaba Transportation Company	0	0	0	0	0	2	15	18	20
Associated Dry Goods Corporation	0	0	8	13	23	29	37	40	88	Michelin Tire Company	0	1	2	8	3	9	11	11	11
City of Atlanta	0	3	6	8	10	10	11	11	15	C. W. Miller Transfer Company	0	0	0	0	0	0	0	0	10
Atlanta Baggage & Cab Co.	0	0	0	0	0	0	0	6	10	H. W. Mollenauer & Brother	0	0	0	0	0	0	0	0	8
Atlantic Ice & Coal Corporation	0	0	0	15	15	15	29	27	34	City of Nashville	0	0	0	1	1	1	1	3	12
Atlantic Refining Company	1	4	9	31	67	86	184	275	374	National Casket Company	0	0	2	10	14	15	19	21	24
Auto Livery Company	0	0	0	0	0	0	15	15	15	Province of New Brunswick	0	0	0	0	0	0	20	20	20
The Bailey Company	0	1	3	6	13	16	17	20	31	State of New Jersey	0	0	0	1	1	1	1	6	16
City of Baltimore	0	3	4	7	14	14	29	36	31	State of New York	0	0	0	0	0	0	0	0	19
Baltimore Transit Company	0	0	0	0	0	1	1	20	20	City of New York	0	1	7	11	12	13	13	13	13
The Barrett Company	0	0	0	0	0	0	11	17	19	N. Y. Board of Fire Underwriters	0	0	2	6	8	16	20	20	20
Bellevue & Allied Hospitals	0	0	0	1	3	9	15	19	19	New York State Railways	0	0	0	0	0	1	5	10	10
Stedman Bent	0	0	0	0	0	0	19	23	23	Province of Nova Scotia	0	0	0	0	0	0	0	0	10
Best & Company	0	0	0	0	0	0	0	0	18	Ohio Oil Company	0	0	0	0	0	0	0	0	16
William Bingham Company	0	0	0	0	0	0	16	20	20	Omaha Taxicab Company	0	0	0	0	0	8	17	17	17
Samuel Bingham's Sons Mfg. Co.	0	0	2	3	4	4	6	10	10	Onondaga County, N. Y.	0	0	0	0	1	3	5	10	16
Bloomington Brothers	0	0	0	0	0	0	0	0	20	Oppenheim, Collins & Company	0	0	0	0	20	21	27	27	30
Boggs & Buhl, Inc.	0	8	10	18	23	24	24	24	23	Pacific Mills	0	0	3	4	4	7	12	14	17
Bohlen-Huse Coal & Ice Co.	0	0	5	7	7	7	7	7	10	Frank Parmelee Company	0	0	0	0	0	18	28	28	28
Henry Bosch Company	0	2	9	12	17	18	18	19	22	Peninsula Rapid Transit Co.	0	0	0	0	0	7	8	15	19
City of Boston	0	0	0	12	17	18	18	19	22	State of Pennsylvania	0	0	0	0	1	2	5	15	15
Boulevard Transportation Co.	0	0	0	0	0	0	3	13	13	Philadelphia Electric Company	0	0	0	0	0	0	13	15	18
Bradford Baking Company	0	0	0	0	9	20	26	26	26	Pierce Oil Corporation	0	0	0	0	0	1	1	1	23
The Brandt Company	0	0	0	0	0	0	1	10	25	Pike's Peak Auto Highway Co.	0	0	0	0	0	12	15	15	16
Broadway Taxi Operating Co.	0	3	12	12	12	12	12	12	12	City of Pittsburgh	0	0	0	14	14	15	15	15	16
Brooklyn Alcatraz Asphalt Co.	0	0	0	0	0	0	0	0	12	H. & S. Pogue Company	0	2	9	3	3	10	10	10	10
Bry-Block Mercantile Co.	0	0	0	0	0	0	0	0	12	Portland Sebago Ice Company	0	0	0	0	0	2	4	5	11
P. H. Butler Company	0	0	0	1	1	4	6	11	12	Prairie Oil & Gas Company	0	0	0	0	0	0	0	2	26
H. M. Byllesby & Co., Inc.	0	1	2	2	2	3	5	11	17	Progressive Transfer Company	0	0	0	0	0	0	0	0	36
Caddo Parish, Louisiana	0	0	0	0	0	0	0	2	13	Pullman Taxicab Company	0	0	0	0	0	10	10	31	43
California Baking Company	0	0	0	0	0	0	0	7	12	Quaker City Cab Company	0	0	0	0	0	0	75	100	100
Carolina Public Service Co.	0	0	0	0	0	0	0	10	21	Remar Company	0	0	0	0	0	0	0	0	11
Chapin-Sacks Manufacturing Co.	0	0	0	0	0	0	0	10	21	Rieck-McJunkin Dairy Co.	0	0	0	0	0	0	2	16	23
Chero-Cola Bottling Companies	0	0	0	0	4	6	30	62	96	Riverside Taxi Service Co.	0	0	0	0	5	15	15	15	15
City of Chicago	0	0	0	1	4	10	27	38	47	Rocky Mountain Park Transp. Co.	0	0	2	2	3	3	21	23	33
Chicago Fire Insurance Board	0	0	5	11	13	13	13	13	13	The Rosenbaum Company	0	0	2	11	12	33	39	43	43
Chies Service Co. Interests	0	0	0	0	0	0	0	0	13	Thomas J. Ryan	0	0	0	0	0	0	0	1	13
Clark's Bus Line	0	0	0	0	0	0	0	0	11	City of St. Louis	0	0	0	0	4	6	9	10	14
Clearing House Parcel Delivery Co.	0	0	0	0	0	3	10	10	14	Saks & Company	0	0	0	0	10	10	10	10	10
City of Cleveland	0	2	7	14	15	19	23	32	36	Salt Lake Transportation Co.	0	0	0	0	0	0	0	0	4
Cleveland-Akron Bag Company	6	7	9	14	15	19	21	39	45	San Bernardino Mountain Auto Line	0	1	3	4	6	6	9	14	15
Cleveland Builders Supply Co.	0	1	1	3	4	7	10	14	19	City of San Francisco	0	0	0	0	1	3	10	10	10
Cleveland Electric Illuminating Co.	0	0	2	3	7	7	11	13	15	San Francisco Drayage Co.	0	0	0	0	0	0	0	0	11
Cleveland Provision Company	0	0	0	0	0	0	1	19	19	Schmidt & Ziegler, Ltd.	0	0	0	0	0	0	0	0	11
Cleveland Transfer Company	0	0	0	0	0	0	0	15	17	Andrew Schoch Grocery Co.	0	0	0	0	0	6	6	11	11
Cleveland & Sandusky Brewing Co.	0	0	1	1	2	3	10	15	17	Schulze Baking Company	1	1	9	15	17	22	23	26	31
Club Cab Corporation	0	0	0	0	0	21	25	25	25	Seiple & Wolf	0	0	0	1	2	2	10	10	10
Coca-Cola Bottling Companies	0	3	6	12	26	38	75	122	179	Franklin Simon & Company	13	14	15	15	15	17	21	23	23
Consolidated Gas, Elec. Light & Power Co.	0	0	0	0	0	0	4	7	17	W. & J. Sloan	0	0	0	0	0	0	0	0	13
Consolidated Rendering Co.	0	0	0	0	0	0	0	0	0	Spear & Company	0	0	1	9	13	14	15	22	23
Continental Oil Company	0	1	2	2	3	4	19	25	34	Standard Oil Co. of California	1	3	4	6	7	26	67	97	111
Cuban Government	0	0	0	0	0	0	0	0	10	Standard Oil Co. of Indiana	1	4	5	9	59	122	168	201	214
Cudahy Packing Company	0	0	2	6	8	10	21	24	27	Standard Oil Co.	0	0	2	4	5	9	38	75	75
Culbertson Bros. Company	0	0	0	0	0	0	1	12	12	Standard Oil Co. of Louisiana	0	1	1	1	1	1	2	5	53
Dannemiller Grocery Co.	0	0	0	0	0	3	1	16	16	Standard Oil Co. of Nebraska	0	0	0	0	0	5	11	17	17
James DeMallie	0	0	0	0	1	1	16	16	16	Standard Oil Co. of New Jersey	0	0	1	1	1	1	1	3	65
Dominion of Canada	0	0	0	0	43	43	43	43	43	Standard Oil Co. of New York	2	6	18	35	68	113	230	363	450
Dunn & Ruth	0	0	0	0	0	0	24	24	25	Standard Oil Co. of Ohio	0	1	1	19	17	28	36	44	44
E. I. DuPont de Nemours Powder Co.	0	0	0	0	0	0	1	16	20	Standard Sanitary Mfg. Co.	0	0	0	2	1	2	7	12	12
East Ohio Gas Company	0	0	0	1	3	3	5	16	16	Stark-Tuscarawas Brewing Co.	0	0	0	1	1	2	7	12	12
Eastern Torpedo Company	0	0	0	0	0	0	0	0	0	Sterling & Welch Company	2	4	7	7	8	8	11	14	14
T. Eaton Company, Ltd.	0	5	13	14	15	15	20	20	20	Stern Brothers	0	0	0	8	18	18	19	21	22
Emerick Motor Bus Company	0	0	0	1	5	9	11	14	16	Stewart Taxi Service Company	0	0	0	0	0	0	18	29	43
Empire Gas & Fuel Co.	0	0	0	0	0	0	33	61	61	Stewart & Webster Interests	0	0	0	0	0	0	0	0	19
Owen H. Fay Livery Company	0	0	0	23	23	23	24	24	24	Strawbridge & Clothier	0	0	0	2	4	4	9	15	15
Finway Garages Company	0	0	19	29	29	29	39	39	39	Stroehmann's Vienna Bakery	0	0	0	2	2	2	10	10	10
Firestone Tire & Rubber Co.	0	0	0	1	1	2	6	12	16	Swift & Company	0	0	0	2	2	10	101	109	127
Fly & Hobson Company	0	0	0	0	0	0	0	13	13	Tacoma Bottling Works	0	0	0	0	0	0	0	0	6
Foster & Kleiser, Inc.	0	2	4	4	8	10	10	10	10	The Taxi Company	0	0	0	0	0	2	4	13	13
Harry V. Franks	0	0	0	0	0	0	6	16	16	Taxicab Association, Inc.	0	0	0	0	26	40	76	151	151
Frederick & Nelson, Inc.	0	0	0	3															