

PROFIT IS MADE IN MOTOR SERVICE FOR PARCEL POST

Department Asks Congress for Permission to Turn Part of Fund Toward Road Building, BETTER ROADS NEEDED HERE

Postoffice Department Finds No 50-Mile Stretch From City Fit for Establishment of Service.

The successful operation of the motor parcel post service by the postal department is indicated in a report submitted by the department to congress in support of a joint resolution permitting the postoffice department to expend 50 per cent of the gross earnings of the motor parcel post business in the building of post roads throughout the United States.

The report covers the operation of eight routes between December 1, 1917, and May 31, 1918. It shows gross earnings of \$304,436 per year or approximately \$40,000 per year, for each of the eight routes. Trucks operating over the routes traveled 81,811 miles of highway at an average cost of a little over 11 cents per mile.

Better Roads Are Needed
The success and efficiency of the system depend on three conditions. The first is the interest and cooperation of the patrons. The second is economical operation. The third is proper highways over which to operate.

The first two conditions have been met. To establish the third and most essential condition it is now proposed to spend half of the gross earnings in road building throughout the country. It is owing to highway conditions that the service has not yet been established in Oregon. It was proposed once to establish two routes out of Portland, but a survey of the highway conditions made by the United States office in Portland showed that in no direct route could a good road be had for a distance of 50 miles, the length of the routes.

There were good stretches here and there, but better established in places which were not adapted for the proposed use. For this reason the establishment of the routes was postponed until Oregon has better roads. Experience has shown that the motor parcel post can be used every day in the year the operation of the service can not be a financial success.

Thousands Routes Used in East

This resolution now before congress has for its purpose to establish routes which will be available for motor truck traffic at any time. Inasmuch as it is shown that there is a profit to the government from this service it is regarded as being fair that the various states should stand the cost of building and maintaining the highways over which it will operate. It is therefore suggested that the service pay for its own roads. The intention is to have the plan carried on in conjunction with the various states, but it is not intended in any sense to replace routes which the various states are building or to interfere with systems already built.

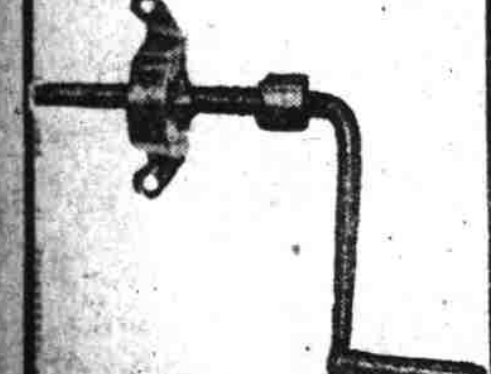
East of the Mississippi river there are 1600 routes. On the basis of figures compiled by the postal department these would bring in a gross revenue of \$40,000,000 annually. Fifty per cent of this would give \$20,000,000 for the construction and maintenance of national highways. The addition of 5000 routes west of the Mississippi would raise the earnings of the entire system to \$40,000,000 per year, which is more than the total postal revenues at this time.

New Routes Would Cut Profits
It has been suggested that these new routes would cut down present postal revenues to a considerable extent, but assuming that there are 1000 routes which would not interfere with the postal revenues; then the surplus earnings of these 1000 routes would in due time build and maintain the system.

Such a system of highways would not only be of great value to the transportation of parcel post, but also would make a valuable addition to the system of national defense and would furnish a means for carrying on increasing motor truck traffic necessitated by the lack of other forms of transportation.

To Remove Play
In removing play from road bearings by reducing shim thickness, great care should be exercised to get each road bearing as free as every other bearing. To make one bearing tight and another rather free in movement is courting trouble, for in most cases it will be found that a knock will result.

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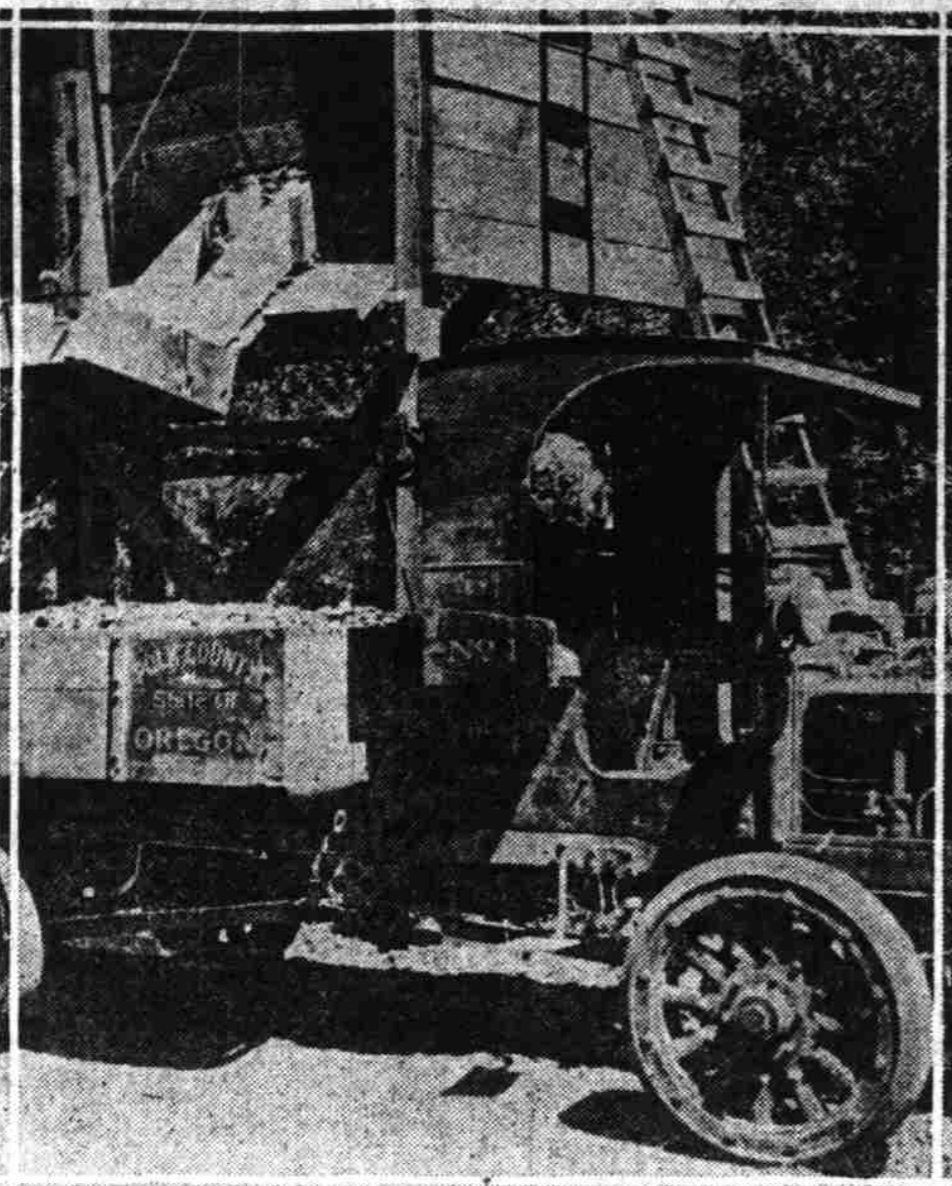
Positively prevents injury from kicking. Best possible insurance against broken or strained arms and hands. Worth several times its cost. Simple but guaranteed to do the work. For sale by Ford accessory houses.

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Anybody can attach in a few minutes with a wrench and punch. Don't run chances. Play safe today. Outside dealers wanted. For information write

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TRUCKS AID POLK ROAD WORK



Duplex four wheel drive truck used in Polk county road work.

When Judge E. C. Kirkpatrick and Commissioners Manston and Beckert of Polk county were planning this year's road work, they were confronted by a problem of high hauling costs. On one stretch of work the cost of hauling gravel by teams was \$3 per yard and on another it was \$5, in consequence they turned to the motor truck.

Getting in touch with an expert on hauling problems from the Northwest Auto company, they made their first start by purchasing a Duplex four wheel drive truck and a month later added a three and a half ton Indiana truck, and are now hauling the gravel for 40 cents per yard that would have cost \$3 by teams and for 75 cents that would have cost \$4, due to a load truck carrying four yards to a load and making four round trips per day.

as against one yard to the load and one trip per day by team, on one long haul of 17 miles.

Every operation of getting the gravel from the bed of Mill creek is so efficiently coordinated that their season's work will show a record for low cost. Three teams and scrapers dump the gravel on a platform directly over the crusher which one man feeds with a shovel. From the crusher the gravel is taken by an endless chain of carriers up to the hoppers, from which the trucks are loaded by drivers. The entire cost of getting the gravel from the creek bed to the job, three miles away, is 90 cents per yard, which is several long, steep grades, but the Duplex and Indiana trucks have never failed in the work and neither one has lost an hour's work for repairs.

to win the war by added efforts rather than by dropping peace-time tasks.

How U. S. Is Aided
"When anyone says that the automobile manufacturer or the man in Detroit does not care for the war, does not know we are at war, is not sufficiently interested, the best answer we can give him is that we have sent 42,000 from that city to camps and over to France, and believe me, we are interested. The automobile industry or any business in Detroit interferes in no way with the successful prosecution of the war."

"Perhaps you cannot understand how the automobile manufacturers can do everything that the government asks of them and still produce automobiles, but we can. As yet there is not an automobile factory in Detroit working over eight hours a day, and there are 24 hours a day. The automobile factories of Detroit are at work on \$70,000,000 worth of war contracts, and are producing munitions as fast as the government wants them or can take care of them."

"They say the labor question will bother us, we claim it won't. We find in Detroit, that there is plenty of labor, properly trained, we have had 200,000 women in the city of Detroit registered for war work. We have 2500 at our own plant, earning more money than they ever did, working shorter hours, and I believe healthier and happier than they ever were before. Of course there is a lot of work they cannot do, but we have not yet begun to use half the labor that is available in this country."

Fewer Automobiles Made
"I do not mean to say that we are

Tires -- Tires

Bargains in All Standard Makes of Tires and Tubes

30x3 Firestone	\$10.60	32x4 Montford Skid	\$23.45
30x3 Bowers	\$13.60	32x4 Hendrie Plain	\$23.90
30x3 Vitale	\$13.50	32x4 Hendrie Skid	\$24.90
30x3 Hendrie	\$11.80	32x4 Grey Tubes	\$25.70
30x3 Metraw	\$10.50	32x4 Goodyear Plain	\$28.50
30x3 Congress Skid	\$11.85	32x4 Superbar Q. D.	\$21.40
30x3 Vitale Skid	\$13.75	32x4 Jay's Non-Skid	\$26.40
30x3 Firestone Skid	\$15.95	32x4 Sagar Non-Skid	\$26.40
30x3 Keystone Skid	\$17.95	32x4 Springfield Rib	\$29.50
30x3 Vitale Skid	\$13.95	32x4 Congress Skid	\$25.50
30x3 Congress Skid	\$15.75	32x4 Goodyear Skid	\$29.50
30x3 McGraw Skid	\$14.95	32x4 Keystone Skid	\$19.50
30x3 Superbar Skid	\$15.90	32x4 Batavia Skid	\$22.95
30x3 Bowers Skid	\$19.75	32x4 Republic Skid	\$25.95
30x3 Brander Skid	\$16.90	32x4 Congress Skid	\$25.95
30x3 Goodyear Q. D.	\$23.90	32x4 Firestone Skid	\$24.50
32x3 Congress Skid	\$17.95	32x4 Springfield Skid	\$29.50
32x3 Victor Springfield	\$17.75	32x4 McGraw Skid	\$29.50
32x3 Republic Skid	\$21.25	32x4 Keystone Skid	\$19.50
32x3 Ajax Plain Q. D.	\$14.90	32x4 Batavia Skid	\$22.95
32x3 Congress Skid	\$16.25	32x4 Republic Skid	\$25.95
32x3 Vitale Skid	\$26.50	32x4 Congress Skid	\$25.95
32x4 Congress Skid	\$22.90	32x4 Firestone Skid	\$24.50
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