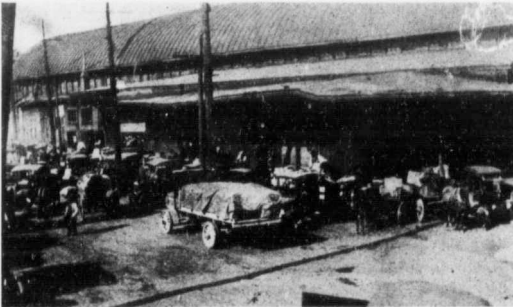


In order to illustrate the condition of rural motor trucking in Ontario at the present time the experiences of operators will be valuable. Besides the farmer who markets his own produce with his own truck, there are at least three other classes engaged in rural hauling by motor truck—(1) the regular motor truck operator whose income is derived from his motor trucking business, (2) the farmer who hauls for himself and his neighbors, (3) the Co-operative Farmers' Associations owning and operating a motor truck.

The experiences of operators which follow are grouped according to the type of farming in which the owners are engaged:

FRUIT GROWING.

A fruit grower at Aldershot says: "My truck is of 1-ton capacity which I overload at least 50 per cent. This truck has a forty horsepower engine, full electrical equipment and pneumatic tires; it will carry fruit without damage. I regret that I have no figures to give, but will give my honest views on the subject.



Trucks at the Toronto Fruit Market.

My reasons for investing in a truck are many. The horse is too slow on the road, labor is too expensive and time too valuable to sit on a wagon and wait for a horse. I can leave the farm two hours later than formerly and be on the market just as early.

Three years ago the truck cost \$1,750. The season's mileage is about 3,000, and I estimate the cost of operation at about 10c per mile.

I live six miles from Hamilton on the Toronto-Hamilton highway. I would not do without it in my business for a great deal more than it cost me."

A fruit grower near St. Catharines says: "I have thirty acres of grapes and six acres of peaches. This means a great deal of hauling to shipping points in a short time when speed means money. At some shipping points the dealers pay much better prices, but with considerable distance to haul to those points, a team would be out of the question especially at a busy time. My truck is a 1-ton one, with body and shock absorbers. It cost \$1,025, and is in use almost every day. I get twelve to fifteen miles from a gallon of gasoline; the rate of speed is from ten to twelve miles per hour. I figure the depreciation on the truck at 25 per cent. per annum."