

THE HORSE, THE MOTOR TRUCK AND THE RAILWAY.

Motor truck rates in Ontario have not been sufficiently standardized to afford a comparison between cost of railroad and motor freight, but at present much freight business has been taken from the railroads between such points as Toronto, Hamilton, St. Catharines, Welland, Guelph, Preston, Hespeler, Waterloo, Kitchener, Woodstock and London. In place of freight taking from four to ten days, there is now a daily truck service between these chief centres.

The motor cannot hope to compete with the railway in long hauls or even in fairly short hauls where the freight consists of bulky farm produce of low intrinsic value. Even when teaming charges at both ends of the haul, cost of crating the freight, and extra cost of freight on crates, are added to the railway freight rate for comparative purposes, the limit of advantage of a truck as far as cost is concerned is reached (under normal conditions) within 100 miles. It has been estimated that motor truck hauling under country road conditions costs from 12c to 25c or more per ton-mile. Railroad hauling costs $\frac{1}{2}$ c to 5c or more per ton-mile. Horse and wagon hauling costs from 20c to 40c per ton-mile. These figures would indicate that for continuous hauling (except for very short distances over a poor road) the motor is more economical than the horse; that the motor has the advantage of the railroad considering quickness of dispatch and less terminal expenses only up to a certain distance; and that for long hauls and bulky freight the railroad will be the permanent freight carrier. Within its field, however, the motor truck is an increasingly important factor in relieving the railroads of peak loads and in moving farm products short distances to markets.

CONCLUSION.

In summing up the information gained in this inquiry, the authors realize the absolute necessity of conducting a careful survey by any operator or group of farmers desiring to start a motor route in any particular locality. Inquiries should therefore be made in the following directions:

- (1) The county agricultural representative, with his intimate knowledge of local conditions, should be able to give an unbiased opinion.
- (2) The local banker, in close touch with conditions in his district is a helpful source of information.
- (3) The local merchants know the transportation needs of their communities. These merchants, together with local industrial plants, and city dealers with rural clientele, make profitable customers, as their freight usually bears a higher rate than farm products. Few farming districts can support a motor route with tonnage of farm products only. The amount of commodity freight available between towns and villages and cities should be estimated.
- (4) The farmer shippers should be interviewed in order to estimate the amount of tonnage moving from the district, and available for a truck.

The conditions to be inquired into include:

- (1) The times of shipment of the tonnage available. The ideal territory is one in which the products move to market in a fairly steady stream throughout the year, such as in a dairy or truck farming district.