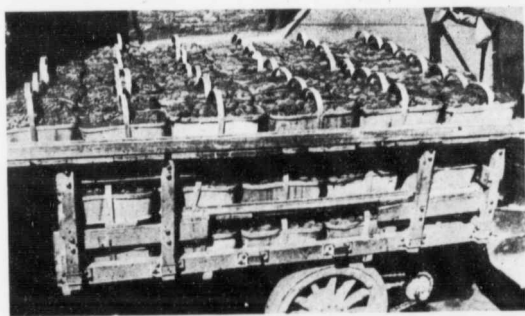


THE CONDITION OF ROADS.

No figures are available to show the actual cost of operating trucks over different types of road. The economy of good traction roads, however, is so obvious that actual figures are perhaps not necessary. Return loads, efficient drivers, use of trailers and other methods of reducing cost are of no avail without good roads. As far as the motor truck is concerned the starting point on a good road programme is the highway bridges. Bridges are usually the weakest link. Though the Toronto-Hamilton highway was opened for traffic in 1917, the bridges were not completed till 1920. Traffic during this time was compelled to pass over weak temporary bridges, and 5-ton trucks could haul only three tons with safety. To provide for the risks on these bridges or in meeting disaster on inferior roads, transport concerns added a special rate. All over the Province motor truck loads and speeds are reduced by poor highways and bridges.



A truck from Coburg taking back peaches and grapes from the Toronto Fruit Market.

THE TRAILER.

A trailer attached either to a pleasure car or truck will be found to be economical under certain conditions. When attached to a pleasure car the trailer and its load should be comparatively light; otherwise the depreciation on the pleasure car is excessive.

The use of trailers will enable those engaged in motor truck express to increase their loading capacity at a comparatively small additional expense; providing there are no steep grades on the route. The pavement of a road is more likely to bear a truck and trailer than a truck of their total capacity. This is because the load is spread over a greater area and the trailer exerts no tractive effort on the road.