

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, FEBRUARY 14, 1920

THE RURAL MOTOR EXPRESS AND THE HIGH COST OF LIVING

A writer in the New York Evening Post says:—Hoh, John M. Barr of North Dakota, in a speech in the House of Representatives, stated: "A new and scientific method of marketing is a problem that surpasses every other economic movement in its importance. Every plan to obtain for the farmer a greater share of what he produces, and at the same time to reduce the cost of living for the consumer, demands the immediate attention and earnest consideration of every patriotic citizen." He further stated: "Mr. Collingswood, editor of the Rural New Yorker, who has made a life study of the subject of marketing, says that on a yearly average the farmer receives 20 cents for his products which cost the consumer \$1. This authority is supported by another eminent expert, John Dillon, head of the Bureau of Foods and Markets of New York city, who declares that the ultimate consumer pays two-thirds of his dollar to the system of distribution. In other words, it costs a minimum of 67 cents to handle 35 cents worth of foodstuffs."

It is unnecessary to quote experts on the subject. Did not Mayor Shunk of Indianapolis recently go to Grand Rapids and buy several carloads of potatoes at 50 cents per bushel from jobbers, the farmers receiving 40 cents, and did he not sell them in his city for 75 cents per bushel when they were costing the consumer \$2 per bushel in that city? He handled potatoes for 35 cents, which the jobbers got \$1.50 for handling. The report of the California Fruit Growers' Association shows that the grower received on an average for the past four years, \$1.60 per crate of oranges, while during the same period the consumer paid an average of \$4.80. In New York city people paid 12 cents a quart for milk for which the farmer received 5 1/2 cents. In South Bend, Ind., while the farmer 125 miles away received 60 cents per bushel for tomatoes they were selling for \$1 per bushel. A farmer gets 20 cents a pound for cotton. We must pay \$2.50 for that pair of shoes selling at \$8. The farmer gets 72 cents for the leather and labor gets 40 cents. The farmer sells his wool for 60 cents a pound. We must pay \$4.75 for that pound of wool when bought as yarn. In Fargo, N. D., when the farmer was getting 60 cents for his wool yarn was selling at \$2.50—yarn spun at very little cost. Later when the War Industries Board fixed the price of wool at 37 cents, yarn sold at \$4.75. The price of the finished product was not. Through these wasteful methods of handling it costs from \$2 to \$5 to deliver \$1 worth of food. Stated in terms of manpower it takes from two to five men to handle a one-man power product."

Among the many proposals that have been made to develop an efficient system of exchange between the farm and table is the postal market of Federal Food Exchange. At the capital, Washington, D.C., the plan is being worked out. The government is using some of the thousands of motor trucks which will soon be released from the National Army. Community centres are being established and there is the closest co-operation between the farmer and buyer. All unnecessary distributing agencies are eliminated. Instead of costing from \$2 to \$5 to deliver \$1 worth of food, it costs only 10 to 15 cents. It is a complete reversal of the inefficient methods of the past. This is one real remedy which rings true with definite results.

Operating out of Cleveland, Ohio, the Highways Motor Transport Company has been making quite a showing and has been responsible for greater production because this line has interested the farmer to the extent that he has given more attention to this question. Large six-ton trucks and trailers are being used. During the last summer this company made quite a remarkable record in hauling hot-house vegetables from Geneva and Ashtabula to Cleveland. When fruits and vegetables began to come into the market, 20,000 crates of berries and 25,000 bushels of tomatoes were hauled to the Cleveland markets. These shipments were followed by 20,000

bushels of apples, peaches and lemons. You know what we have paid for apples in New York city—from ten to fifteen cents. We are doing it because we have failed to realize that the finest apples in the world are grown in Connecticut and northern New York and so, of course, we are buying apples which come 3,000 miles from Oregon and Washington. Just think what the cost of apples would be if we could bring them in from Connecticut in motor trucks—of the great quantities which would come in—so that you and I could occasionally eat an apple without feeling guilty. With this lower cost and greater consumption the merchant would still make more because of the added consumption. We are doing ourselves a great deal of harm when we permit apples to rot in New England and show a willingness to pay for a product which carries with it a long distance haulage cost. This same company hauled 84,000 baskets of grapes into Cleveland last summer. Tractor-trains were also used, and to show you the economy of this kind of an operation, 230 bushels of tomatoes were hauled on the trailer, which the truck carried 291 bushels of tomatoes, nine bushels of cucumbers, eight bushels of peaches and thirteen cans of cottage cheese. Another line operating over the Alleghany Mountains, from Johnstown, Pa., hauled 115 bushels of potatoes to the loading three hours.

The distance of this route is thirty-five miles. About four months ago I learned that the farmers on Long Island were intensely interested in rural motor express, so J. Kent Warden started out operating two five-ton trucks. Today he is operating eight large five-ton units. When Mr. Warden started he had a small shipping station on Greenwich avenue, but his growth has been so fast that he has had to abandon it and now has a large receiving station at West End avenue and Sixty-fourth street, under a four-year lease. He also maintains a central station in Long Island City. Mr. Warden operated running out along the South Shore as far as East Hampton. He carried everything that the people in these villages required, including full loads of dressed beef for the markets. On his return trip along the North Shore, starting from Huntington, he brings in full loads of everything that the island produces, including oysters and fish. This line has been hauling oysters and has netted Mr. Warden \$100 a day profit. Plans are practically completed for Mr. Warden to haul fish, he estimates that he will receive for shipment to New York from 600 to 600 barrels of fish per night. This is all remarkable when you consider that this line has developed over a period of only four months, and it is especially when you consider that Mr. Warden's first load gave him a return of about \$5 gross, whereas it cost him to run a truck in the neighborhood of \$80. Lines are running out to Philadelphia, out of McConnellsville and into and out of Pittsburgh. The progress was so rapid that it was hard to keep pace with it.

The Omaha stockyard figures in the haulage of live stock, which were published the first of the year, have been very interesting. The facts revealed a greater part of the 250,000 animals delivered from the farms within a radius of seventy-five miles of the stockyards came in by motor truck.

"A hundred-mile truck line between Portland and Salem with stops at farms and towns en route."

MEN AND WOMEN WITHOUT COUNTRY ARE CONSIDERED

State Department Decides to Grant Passports and Naturalization to Those Entitled to Them.

(Canadian Press Despatch.)

Ottawa, Feb. 13.—The decision of the state department to grant passports and naturalization to those entitled to them, on the pre-war basis, will considerably lighten the lot of the men or women "without a country." Many women who were born in Canada and who had married citizens of the United States and then returned to the dominion as widows were practically without a country for the reason that they were no longer Canadians and the United States laws required that they must register with a United States consul within two years of leaving the states. This, many did not do, and found themselves barred from Europe where they wished to visit relatives by the impossibility of obtaining passports as the state department could not issue these and the United States state department, it is said, refused to do so.

Another class of people affected by the decision to grant passports are the many citizens of the United States resident in Canada who had not changed their naturalization and found themselves liable for double income tax. They are now freed from the double burden.

IS THIS CORRECT?

To the Editor of The Times:—Sir:—Would some one explain how it comes to pass that eight hundred tons of meat has lately been shipped to F. E. L. to feed foxes from cold storage? Who is responsible for this waste of good food?

WALKER.

St. John, N. B., Feb. 13.

Mrs. John Paddock died at her home in Kingston yesterday, after a short illness from influenza. Her husband died a week ago and word was received by L. J. Gard, Rousesay avenue, that a daughter, Miss Edith, and a son, Admo, are now ill with the disease. Miss Roberta M. Gard left for Kingston to nurse the stricken family and en route she had to haul her supplies over the ice on a sled, on account of the recent storm.

Miss Hilda Stecker and William C. Stevens, both of Lone, Washington, were united in marriage New Year's eve by Rev. Dr. Vezio. Miss Hattie Stecker attended the bride, while Willard E. Stevens supported the groom. The groom is a grandson of W. H. Stevens of the customs house in St. Stephen, N. B.

Pride in the Way Your Car is Shod

TO be proud of your car you must be proud of its tires. You look with pride upon the graceful design, the fashionable top, the rich upholstery, the glittering finish--and the tires--are you proud of them? If you love your car, you will desire to give it the best tires in the whole Kingdom of Tiredom. For service and for appearance, you will find your desires fulfilled in Gutta Percha Tires--"the Tires that give Satisfaction."

Maltese Cross Tires, Gutta Percha Tires and Gutta Percha Tubes are the NE PLUS ULTRA of owners of high-powered cars.

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Head Offices and Factory: TORONTO. Branches in all the Principal Cities of the Dominion.

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No mug, no slimy soap, no germs, no free alkali, no waste, no irritation even when shaved twice daily. Doubles safety razor efficiency, not to speak of its value in promoting skin purity, skin comfort and skin health due to its delicate fragrant Cuticura medication. After shaving touch spots of dandruff or irritation, if any, with Cuticura Ointment. Then bathe and shampoo with same cake of soap. One soap for all uses. Rinse with tepid or cold water, dry gently and dust on a few grains of Cuticura Talcum and note how soft and velvety your skin.

Absolutely nothing like the Cuticura Trio for every-day toilet use. Soap to cleanse and purify, Ointment to soothe and heal, Talcum to powder and perfume. 25c each. Sold throughout the Dominion. Canadian Depot: Bureau Limited, St. Paul St., Montreal.