

GOOD ROADS AND MOTOR EXPRESS

Notes Compiled by L. C. Sharp and Read Before Rural Motor Service, Chamber of Commerce, in Omaha.

It is probable that the government will restrict if not suspend entirely all short haul shipments, say within a radius of 200 miles.

The Council of National Defense urges the use of the motor trucks to conserve foodstuffs and labor and to provide rural transportation, asking all states to co-operate.

The transportation burden on the railways and highways of the country has been tremendously increased by the war; the motor truck can help the railroad by reducing the short haul load.

Heretofore the farmer has done his own hauling to the market but the rural motor express will enable him to devote his time to the farm operations.

An enormous waste of time and labor of both men and teams can be prevented by consolidating the small load into a single load to be carried by a motor truck.

A better use must be made of agricultural lands in the immediate vicinity of population centers.

The improvement of marketing facilities through the opening of regular traffic to market centers is a most effective agency in encouraging food production.

The motor truck has demonstrated its adaptability to hauling of all products it is dependable wherever the roads are capable of carrying the load.

The National Council of Defense adopted the following resolution on March 14, 1918: "The Council of National Defense approves the widest possible use of motor trucks as a transportation agency and requests the State Council of Defense and all other state authorities to take all necessary steps to facilitate such means of transportation."

The postoffice has demonstrated the value of the motor truck transportation through experimental lines of parcel post trucks now in operation.

The United States Food Administration has approved the plan and states the development of the rural motor express is in the line of progress and should rebound to the benefit of the producer, consumer, and the railways.

Rural express is in successful operation in the vicinity of many of our larger cities, a detailed survey of twenty-two routes leading from agricultural sections in Baltimore and Washington, D. C. 30 trucks were found in operation and the total capacity of these trucks was 73 tons, and the mileage traversed was 1,574 miles, the average length of the routes was about 50 miles for the round trip.

In California, an extensive use for passenger, freight and express hauling throughout the state, over 136 separate lines are in operation, some traversing routes as long as 125 miles charging according to published rates.

Extracts from an address by Coleman DuPont, Chairman of the Board of National Councilors, National Highways Association:

"Our people have great requirements which are not properly satisfied, and the failure to meet these needs is not the failure of resources but simply the failure of sufficient development of these resources."

"Our people divide into two classifications, rural and urban—the rural people are, by the census of 1910, about 53 per cent of our total population. In the ten years from 1900 to 1910 the rural population increased only 11 per cent, while the urban population increased about 25 per cent. This movement from country to city has had much to do with the complaints in the cities about the high cost of living. These complaints through neglect to overcome their fundamental cause have led to establishment of erroneous policies, whereby great loss has been inflicted upon our people."

The serious part of this movement of population from the country to the city is not the growth of the city population which, while desirable in itself, but all the development of the cities and welfare of the country as a whole rest upon the life and industry of the agricultural people, for agriculture is a fundamental industry and an original source of wealth. It is startling to find that the city population is increasing at the expense of the country population.

The cities are the consumers and the country and rural districts the producers of the food products. As cities grow they must be supplied

with such products in greater abundance and at reasonable price. Thus if our lands are not sufficiently used our cities must come to be actually dependent on foreign supplies and as a whole the economic integrity of the nation be impaired.

There is no mystery about the abandonment of farm life for city life by so many thousands of the younger generation. They leave because the conditions of farming industry are too hard, and life unsatisfactory because of isolation and insufficient earnings. Farmers, their wives and children and helpers are engaged in strenuous labor and notwithstanding the extraordinary labor their average earnings are less than the average wage paid in the ordinary labor trades in the cities.

The average net earnings per person on the farm in 1912, as per report of the Department of Agriculture, figured out to about 20 cents per day per person engaged therein. According to this report of Department of Commerce and Labor the average wage in that year for a number of the tradesmen, including railway conductors, was about \$4.50 per day.

The only remedy for this unfair and unhealthy condition is to make the work of farming more profitable and when greater profits come from farming the conveniences of life for the farm will come into immediate use without delay.

It must be recognized that the difficulties incident to this "High Cost of Living" are so serious that there is scarcely any subject of more importance to the people of both the city and country.

We have in our land an overwhelming abundance of resources capable of yielding greatly increased agricultural production. We have in our towns an increasing demand for such production which is not satisfied, and it is clear that the possible or available supply is not properly brought forth and distributed to satisfy the demand.

If then we find that the consumers in these markets complain of too high cost of such products, and at the same time the agricultural producers complain of too little returns in producing such products, it is proof that something is wrong in getting the products from the producers into the hands of the consumers.

It is the marketing or the distribution of the products that the cause of the difficulties lie?

A number of years ago the United States office of public roads said in one of its reports:

"Statistics of population in counties having first-class roads reveals the fact that the population has increased while the sections of the country which have lost in population are conspicuous for impassable roads."

The above report also reveals the fact that in twenty-five counties selected at random having an average of only one and a half per cent improved roads the decrease in population averaged 3,112 or each county for the ten year period between 1890 and 1900, as against twenty-five counties which possessed an average of forty per cent improved roads and showed an increase average of 31,095 to the county.

There are in this country 6,500,000 farms averaging in size 138 acres and in value about \$6,500.

Travel and transportation are the fundamental requirements of the farming population, socially and industrially, and the satisfaction of this requirement depends on the condition of the roads.

All the farm products raised must be hauled to some market; the cost of this hauling must be borne by the farmer, and from part of the cost of the production of the commodities he markets. It is difficult to realize the losses to every one to which the farmer suffers on account of bad roads.

It is estimated that on dirt roads when level, the average load drawn by one horse is about 1,400 pounds, and when the roads are hilly about 1,000 pounds, whereas in Europe with improved roads this average load is about 3,300 pounds, and this is given under animal conditions, under motor truck is estimated this condition is improved both in load and capacity and time of delivery.

In the spring and fall many of our roads are impassable even for the lightest traffic, farmers are often obliged to make three or four trips in getting the heavier farm products to the cities, the impassable condition of the roads at certain seasons frequently compels the farmers to sell their products when the markets are glutted rather than to sell them and deliver when the market calls for them.

These results of bad roads are to diminish the productive capacity of the farmer while adding to the cost of these products to the purchasers in the cities.

It is estimated that more than 5,000,000,000 tons of freight pass over all the highways of this country

every year with an average haul of little under 10 miles; the average cost is about 23 cents per ton mile, on GOOD ROADS this cost would not exceed 8 cents per ton mile, at least \$1.50 could and should be saved by GOOD ROADS on every ton moved on our highways. This would mean a saving of \$7,500,000,000; by far the greater part of the freight thus moved consists of FARM products and the pro rata of the above amount that above sum which would be saved by GOOD ROADS is now LOST to the FARMERS and added to the cost prices which must be paid by the CONSUMERS in the cities.

Regardless of the resources to the land, the FARMERS can produce NO MORE than they can GET TO MARKET and dispose of at prices which will provide a living profit over cost of production. Frequently conditions of roads are such in Rural communities that great quantities of Agricultural products sadly needed in the city are left to ROT on the ground because there is no satisfactory market that can be reached and the loss to all concerned must be charged to lack of good transportation.

With improved condition of the roads such waste becomes less and the area of land brought within easy access of the market increases, while the production by the farmers throughout this area increases and with a diminished cost to all concerned.

With the ordinary mud roads the average haul for truck farming is limited to about three miles, so that the area having access to the market is LIMITED to about three miles that is to about 28 square miles, but with improved roads the average haul under the same conditions is with team six miles and the area having access to the market is increased to 113 square miles, and with improved roads and MOTOR TRUCKS the area will reach a radius of twenty-five miles, thus we can comprehend the tremendous possibilities of local developments through good roads and modern Motor trucks.

The area of farm land is easily increased from central stations of 28 square miles to an excess of 500 square miles, thus not only intercommunicating with Farmers but distant cities as well which ordinarily can only be reached by trains.

With improved roads and power vehicles accessible to the farmer and city service not only for carrying farm products to the markets and supplies from the towns or depots to the farms also for the improvements of farm life on its social side, the transportation of children to and from school and other services no much needed in rural districts, such services will repay its cost a thousand fold. These problems must be settled right and settled soon if the welfare of the nation are to be maintained.

Records of the office of public roads show that in four states with a population of over seven million people and having conspicuously bad roads there were in 1900 about 375,000 white illiterates born of native parents. Whereas in four states conspicuous for their good roads and having a population of more than six million, there were only 20,000 illiterates.

With poor roads from farm to market there must be inevitably undeveloped farms, high cost of products, poor schools, poverty, ignorance, migration from farm to the city, and a long train of social and economic evils.

With the improvement of the local or market roads, there follows surely greater production and cheaper farm products, good schools in the rural districts, more attractive homes and better social life, more prosperity, greater intelligence, greater energy among the people, increasing population in the rural districts, improving the condition of the working men and women in the cities, additional supplies of food products made available. Moreover, the increased purchasing power of the farmers, resulting from greater production, would call for increased production from the factories in the towns and cities to supply the needs of the farmers, in fact this natural development of American production would spread general prosperity among all classes of people, relieving discontent and distress, quickening every movement of moral and educational progress, and strengthening the nation in all phases of life.

The coming competition from abroad in our American markets will for a considerable time be more severe in agricultural than in manufactured products. A great deal of industrial equipment has been destroyed in the warring nations. The great fundamental industry of agriculture has not been impaired but stimulated by individual enterprise and governmental assistance to extraordinary activity and production. The agricultural output must be relied on to supply the most immediate and pressing needs, and it is from the sale from the greatest possible surplus of farm products that needed capital in these afflicted countries must be obtained. Moreover, in all the newer countries of vast and cheap agricultural products on, the war demands and the condition of Europe have stimulated greatly increased production, which these countries will seek in every way to maintain.

Our farmers, manufacturers and business men are now on the alert, genuine and lasting American prosperity depends most vitally upon the development of their industries by bringing into use the cost resources of the country, and the farmers and general public should unite in all the avenues of discussion and action in demanding reasonable protection in and or American markets in order to realize the development and prosperity of this paramount necessity, RURAL MOTOR SERVICE.
L. C. Sharp, Plattsmouth.

Richard Edwards HAS ACCIDENT

From Friday's Daily. Yesterday while Richard Edwards son of our townsman James Edwards was playing around a mower at the home of his grand father James Edwards, and fell from the seat, striking his head on a bolt, which infiltrated a wound across his forehead, requiring four stitches to close. The little fellow was taken to Dr. Bacon, who dressed the wound and his grandmother Mrs. James Edwards sr., of Pacific Junction brought the little man to his home in this city. Richard is doing nicely but the head is sore. Mrs. Edwards returned to her home at Pacific Junction last evening.

Falls River Bunch WERE HAPPY

From Friday's Daily. Last night a special passed through this city going east, carrying eleven coaches of troops, and two baggage cars coming from Falls River, Montana, and going to Camp Dodge, Iowa. They were a jolly bunch and they cheered lustily for the American and America as they passed through here.

A Plattsmouth Interview

Mr. McKinney Tells His Experience.

The following brief account of an interview with a Plattsmouth man four years ago, and its sequel, will be read with keen interest by every citizen. J. L. McKinney, Granite St., says: "Doan's Kidney Pills proffered from the Crescent Pharmacy are the best medicine I ever used for disordered kidneys. When I have had occasion to take Doan's they have never failed to give the best of results." (Statement given April 10, 1912).

On February 22, 1916 Mr. McKinney said: "I am ready to back up what I have said before, regarding my experience with Doan's Kidney Pills. I have never found anything equal to them for lame back. A few doses have always done good work." Price 60c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. McKinney had. Foster-Milburn Co., Mfgs., Buffalo, N. Y.

Let us deliver your hogs in South Omaha during these hot days. We will call it your farm and deliver them safely. The Plattsmouth Garage.

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METZGER'S
PURITAN, VICTORY AND RYE
BREAD
you will save money and time—try it!
FOR SALE BY
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MRS. A. C. RAWLS DIES YESTERDAY

WIFE OF BROTHER OF OUR TOWNSMAN C. A. RAWLS, BUT HAVING LIVED HERE.

From Friday's Daily. C. A. Rawls received the sad intelligence of the death of the wife of his brother Mr. A. C. Rawls, who formerly lived in this city, some years ago. Mr. A. C. Rawls and wife have been making their home on a farm near Holbrook, Kansas and Mrs. Rawls who was troubled with gall stones, was taken to the hospital at Sabetha, Kansas, where yesterday she was operated upon for relief from gall stones, and passed away at six thirty last evening. C. A. Rawls of this city departed this afternoon for Lincoln, where he meets his brother with the remains of his wife, they going to Milford, where the funeral and burial will occur tomorrow afternoon at two o'clock, the former home of Mrs. Rawls.

SPEND THREE WEEKS IN NORTH

From Friday's Daily. Last evening C. L. Pease and wife returned from a trip to the northern portion of the state, which covered the past three weeks, and which was one mingled with pleasure and business. Mr. Pease having business there in a number of counties went up in his car, and as the folks of Mrs. Pease also lived in that portion of the state they both went and made a visit while Mr. Pease looked after the business which called him there. In this manner they got their outing and looked after the business at the same time. They were well pleased with their trip, and found good roads over which to travel, making 800 miles during their trip, and found the worst roads this side of Omaha.

LETTER FROM ENGLAND.

Somewhere in England, June 21, 1918.

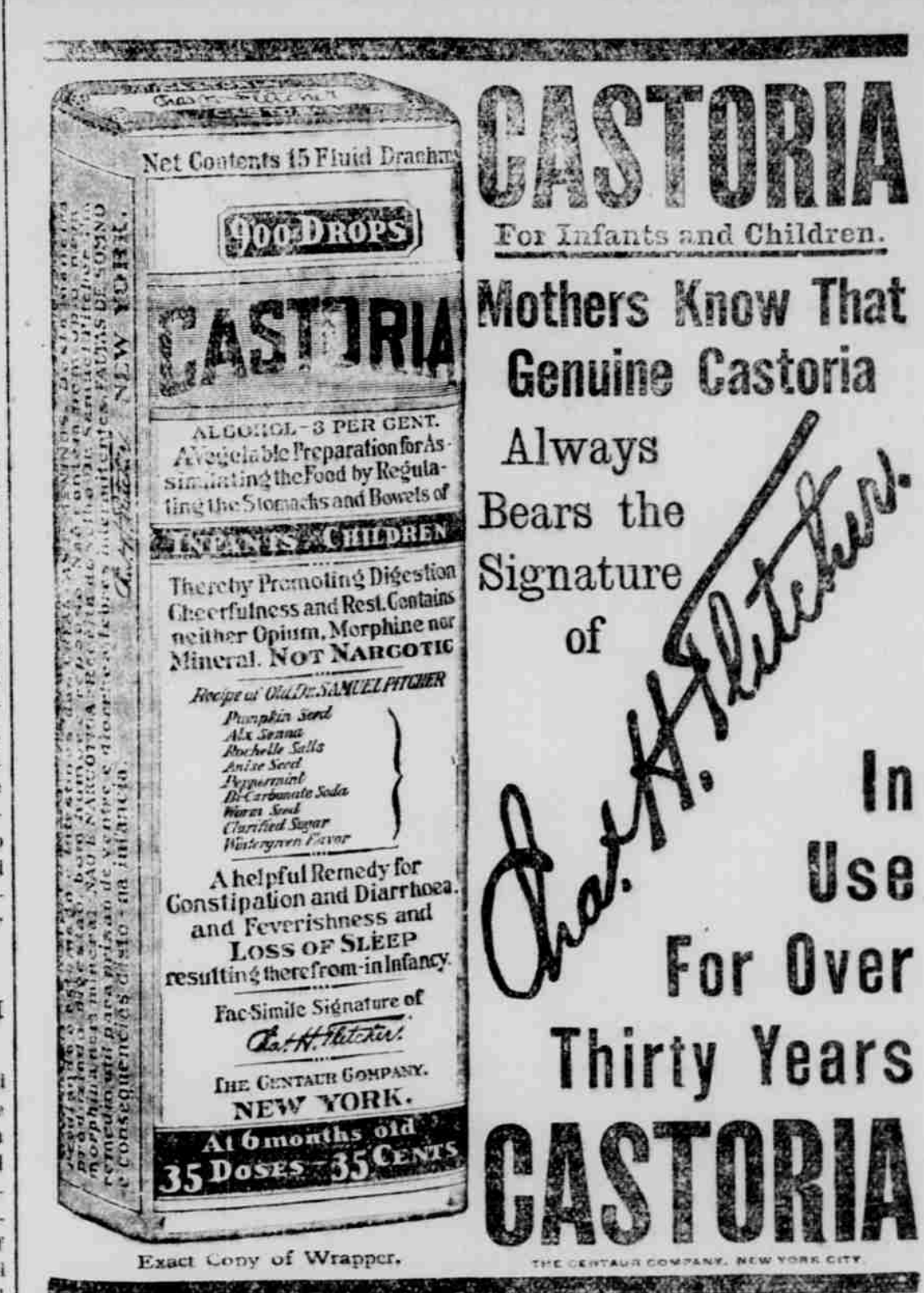
Dear Mother:
I have landed safely in England and feeling fine. We have been on sea for several days. It was raining about half of the time on the way over. It made it a little cold and bad, but we had a pretty good time. I got sea sick for about three days, but got over it all right. We got here today and had quite a train ride. Sure some funny looking trains over here, one passenger coach there would make four like the one I rode in over here and the houses are all brick and stone. They are some with hay roofs on them and almost all of them are about a block long. The people here are sure glad to see us come. The girls all mar at us and throw kisses at us. It is fine here. Everything looks like home, gardens sure look fine and there are lots of it raised here. The towns are about three miles apart. You just go through one and in another and they all look pretty near alike. Well, mother, how is Bertha and little Emma and all the rest of the children. Does Frank have to go and has he went already. Have you received any money yet or insurance papers of mine? I have not had a pay day since I come down. Did Ed. Bashus send you any of them pictures. If he did let me know when you answer and don't forget what I told you about them in the last letter. Keep one yourself and send me one and give Bertha one and give — — — one. Don't forget her, because she she gave you she paid for them herself and I promised her one of these and she is a pretty good friend of mine, gave me money when I left and I have borrowed since. Mother as this is about all for this time I will close for don't worry about me I will make it all right as long as I get three meals a day. I have fared pretty well so far as long as I don't get sick I will be alright.

From your son,
JOHN MILLER.
Co. O, 341 M. A. B. N. 89 Division, A. E. F.

IN THE COUNTY COURT.

From Friday's Daily. The final hearing of the estate of Mrs. Amanda Reynolds, late of near Union and the settlement of the same, was had in the county court today. Mr. James Reynolds son of the deceased was the administrator and came up this morning to the final hearing, and with the settlement of the estate was released as the administrator.

Have you just a few hogs or a truck load to be delivered in South Omaha? Call the Plattsmouth Garage, and we will do the rest.



CASTORIA
For Infants and Children.

Mothers Know That Genuine Castoria Always Bears the Signature of Dr. H. L. Plummer In Use For Over Thirty Years CASTORIA

Net Contents 15 Fluid Drachms

100 DROPS

ALCOHOL - 3 PER CENT.
A Reliable Preparation for Stimulating the Food by Regulating the Stomach and Bowels of INFANTS & CHILDREN

They Promote Digestion Cheerfulness and Rest. Contains neither Opium, Morphine nor other Narcotic.

A Helpful Remedy for Constipation and Diarrhoea and Feverishness and Loss of Sleep resulting therefrom in Infancy.

THE CENTRAL COMPANY, NEW YORK.
At 6 months old 35 Doses - 35 CENTS

Exact Copy of Wrapper.

LEGAL NOTICE.

The State of Nebraska, Cass County, ss. In the County Court. In the Matter of the Estate of Gus Split Sr., Deceased. To the Creditors of said estate:

You are hereby notified, That I will sit at the County Court Room in Plattsmouth in said County, on August 12th, 1918, and November 14th, 1918, at 9 o'clock a. m. each day to receive and examine all claims against said Estate, with a view to their adjustment and allowance. The time limited for the presentation of claims against said Estate is three months from the 12th day of August A. D. 1918, and the time limited for payment of debts is one year from said 12th day of August, 1918.

WITNESS my hand and the seal of said County Court, this 12th day of July, 1918.

(Seal) ALLEN J. BEESON, County Judge.

LEGAL NOTICE.

The State of Nebraska, Cass County, ss. In the County Court. In the Matter of the Estate of George J. Odham, Deceased. To the Creditors of said Estate:

You are hereby notified, That I will sit at the County Court Room in Plattsmouth in said County, on August 12th, 1918, and November 14th, 1918, at 9 o'clock a. m. each day to receive and examine all claims against said Estate, with a view to their adjustment and allowance. The time limited for the presentation of claims against said Estate is three months from the 12th day of August A. D. 1918, and the time limited for payment of debts is one year from said 12th day of August, 1918.

WITNESS my hand and the seal of said County Court, this 12th day of July, 1918.

(Seal) ALLEN J. BEESON, County Judge.

LEGAL NOTICE.

The State of Nebraska, Cass County, ss. In the County Court. In the Matter of the Estate of Nannie Gibson, Deceased.

On reading and filing the petition of W. J. Straight praying that Administration of said estate may be granted to him as Administrator.

Ordered, That August 12th A. D. 1918, at 9 o'clock A. M., be assigned for hearing said petition, when all persons interested in said matter may appear at a County Court to be held in and for said County, and show cause why the prayer of petitioner should not be granted; and that notice of the pendency of said petition and the hearing thereof be given to all persons interested in said matter by publishing a copy of this order in the Plattsmouth Journal, a Semi-weekly newspaper printed in said County, for three successive weeks, prior to said day of hearing, Dated July 17th 1918.

ALLEN J. BEESON, County Judge.

LEGAL NOTICE.

The State of Nebraska, Cass County, ss. In the County Court. In the Matter of the Estate of Adam W. Meisinger, Deceased.

On reading and filing the petition of Metta Meisinger, praying that Administration of said Estate may be granted to Metta Meisinger as Administrator.

Ordered, That August 5th A. D. 1918, at 9 o'clock A. M., be assigned for hearing said petition, when all persons interested in said matter may appear at a County Court to be held in and for said County, and show cause why the prayer of petitioner should not be granted; and that notice of the pendency of said petition and the hearing thereof be given to all persons interested in said matter by publishing a copy of this order in the Plattsmouth Journal, a semi-weekly newspaper printed in said County, for three successive weeks, prior to said day of hearing, Dated this 9th day of July, 1918.

ALLEN J. BEESON, County Judge.

W. A. ROBERTSON,
Lawyer.

East of Riley Hotel,
Coates Block,
Second Floor.

Another Good Chance For an Irrigated Farm!

Write me soon about your chances of getting hold of a Government-irrigated farm this Autumn in the new 12,000-acre irrigated tract near Deaver, Wyo. All a candidate needs to do is to look at Powell locality with its \$200-per-acre farms to get an idea of the values ahead of him, if he is successful in securing one of these new Government farms.

These lands when opened will be taken at once, but I consider it my duty to get this early word to the earnest candidate for an irrigated farm.

R. W. CLEMENT, Local Ticket Agent
S. B. HOWARD, Immigration Agent, C. B. & Q. R. R.
1004 Farnam Street Omaha, Nebraska