

Travel & Transport Topics

Conducted by Goodrich

Road conditions around South Bend remain practically unchanged from what they were last week, the gravel roads being passable, but muddy. Rainy weather throughout the latter part of the week has given the roads little chance of drying off.

Milton Elrod, field secretary of the Hoosier State Automobile association, is in South Bend in the interest of good roads in northern Indiana. It is probable that through the efforts of northern Indiana motorists, and with the help of the state automobile association, the road between South Bend and Plymouth will be improved this year.

C. F. Moore, local Mack truck dealer, delivered five five and one-half ton Mack trucks to Bert Portke,

a Battle Creek cement contractor, and two seven and one-half ton jobs to Hoffman Bros. Co., of Fort Wayne, during the past week.

D. A. Boswell of the Superior Motor Sales Co., will go to Detroit this week to bring back two Hudson cars. Six Dort cars were received by the Superior Motor Sales Co., last week.

R. E. Cortright of the Oldsmobile Sales Co., went to the Oldsmobile factory at Lansing to obtain cars, returning to the city Friday night.

The motor car is slowly but steadily coming into its own in backward China. The latest reports from that country show there are now 650 cars in Peking alone. As a result of the increased use of automobiles, the movement for good roads is meeting with more and more favor. A modern highway is now being built from Peking to Tientsin, 80 miles away, and many others are being contemplated.

Motorists in New Hampshire are required by law to reduce speed to 10 miles an hour within 100 feet of railroad grade crossings. Enforcement of the statute has proved an effective means of reducing the number of accidents and many other states are now considering the adoption of similar measures.

Californians are warm advocates of the motor stage. Last year 1,500 stages operated in the state. They traveled on an average of 225,000 miles a day or \$2,125,000 miles during the year and carried 3,600,000 passengers. Many more stage lines have been started this year and routes will be established between all sections of the state.

Residents of Akron, the capital of the rubber tire industry, are waiting with ill-concealed impatience the report of the Census Bureau on the present population of the city. They believe Akron will show a much larger percentage of growth than any other city in the country. In 1910 Akron had a population of 69,967 while estimates on the present population vary from 200,000 to 250,000.

Livestock producers are rapidly realizing the advantages of motor truck transportation. Stockyard managements estimate that 2,100,000 animals, including cattle, calves, hogs and sheep were brought to market last year in motor cars, from points within a radius of 50 to 60 miles. The truck offers a quick means of transportation and is cheaper than shipment by rail because the loss in weight of the animals is smaller.

Tire manufacturers report that motorists are paying more attention to the proper care of tires this year than ever before. The demand for various kinds of tire repair material has been steadily increasing and in spite of increased production, the manufacturers have been hard put to keep up with their orders. All of which goes to show that motorists are becoming convinced that neglect of tires is "poor business."

Approximately four percent of all cotton grown this year will be used for making automobile tires. It is estimated the crop will yield 10,000,000 bales while the tire industry will demand 400,000 bales. An average of four pounds of cotton is used for each tire. Only the very best grade are used in their manufacture 1 1/8 inch staple or better.

FARMERS PLEASED WITH CAMPAIGNS

Membership Drives Through-out State Brings in Recruits For Federation.

INDIANAPOLIS, Ind., April 22.—Officers of the Indiana Federation of Farmers' associations are well pleased with the manner in which the uniform plan of conducting membership drives is working in the various counties, and a number of requests have been received from

other states asking for copies of the system which is proving so successful in the Hoosier commonwealth. The first county organization to complete a membership drive under the uniform plan was Madison county, and according to figures sent to Lewis Taylor, general secretary, this unit has moved into first place in the race for state membership honors. Shelby county is running a close second with Rush county in third position among the 81 county associations affiliated with the parent organization.

At the meeting of general secretaries of farmers' associations of the Middle West held here during the last week the operative plan was worked out by the Indiana Executives was highly praised. The high cost of organizing has been a hard

problem for a number of the states to solve, and the visiting secretaries declared that there were many valuable pointers to be patterned after in the new system being used in Indiana where the cost per member has run unusually low compared with other states, one of which reported that organization work was costing as high as \$1.50 a member.

Important Suggestions. A number of important suggestions were recommended by the secretaries to be submitted to the executive committees of the various state associations. One of these approved the attitude of the American Farm Bureau Federation in de-

claring that the measure of compensation for labor should be for service rendered rather than for hours employed. A recommendation was passed to the effect that the national organization discourage and repudiate in every legitimate manner the statement that greater production on the part of the farmer will reduce the present high cost of living, but rather will tend to reduce the farmer's income. Less extravagance and more work to bring about the desired results in the most satisfactory manner were urged.

In order that the secretaries of all the states in the national federation may have a voice in the matter of

perfecting a permanent organization of farmers' general secretaries it was decided to hold another conference immediately following the annual convention of the American Farm Bureau Federation. Addressing Mr. Taylor in the entertainment of the visiting secretaries were Pres. John Brown, Maurice Deane, E. E. Reynolds, J. W. Hand and L. C. Reid.

Many farmers' meetings are scheduled for various places about the state during the coming week and all of the speakers will have busy programs to follow out.



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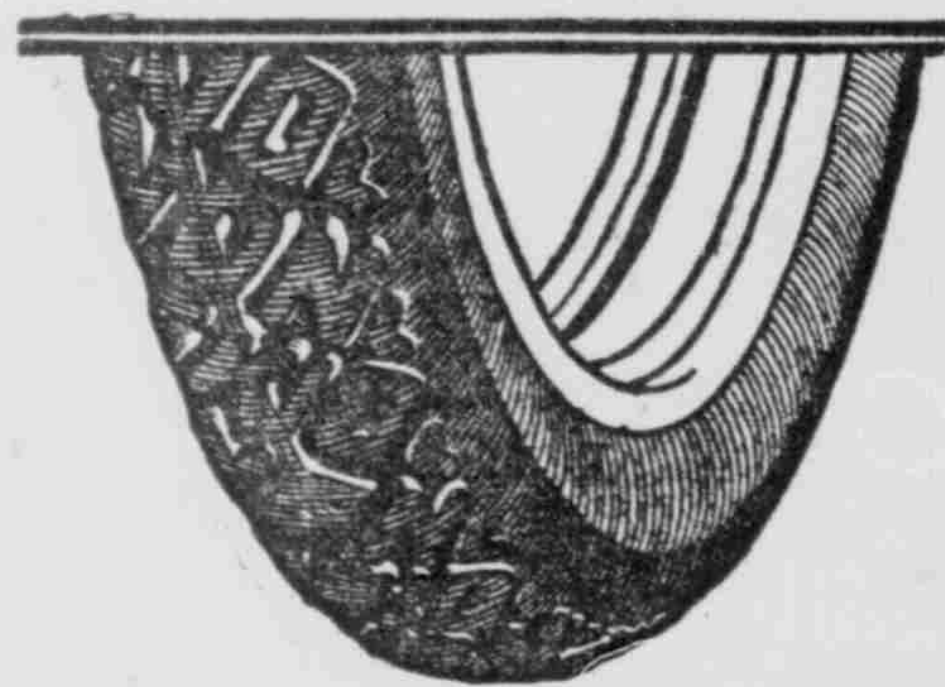
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