

### LINK ALL METHODS OF TRANSPORTATION IS FUTURE POSSIBILITY

#### Development of Plan to Unite All Means of Carrying of Passengers and Goods Is Being Urged

Development of a national transportation system in the United States which will link the facilities of water, rail, automobile and airplane in a co-ordinated service was urged at the convention of the Society of Automotive Engineers at the Copley-Plaza Hotel in Boston.

Increase of 2000 per cent in the registration of motor passenger vehicles in the last 25 years and increase of nearly 6000 per cent in the number of freight trucks make the control of future developments in this field an imperative need, Prof. G. Lloyd Wilson of the Wharton School of Finance and Commerce, told the transportation engineers gathered from all parts of the country to consider the operation, co-ordination and expansion of the motor transport industry reports the Christian Science Monitor.

While recommending that such a comprehensive transportation system should be privately owned and managed, Professor Wilson said that both state and federal bodies should be empowered to regulate the rates, fares, rules and services. He expressed the view that although co-ordination need not mean single ownership or omination, the carriers by water, rail, highway an air joint service.

**Basic Problems Studied**

The obligation of truck manufacturers to sell "transportation rather than just trucks," the position of the motor truck in freight haulage, and the advantage of standardized containers for both rail and truck service were all subjects of discussion. F. C. Horner, chairman of the General Motors Corporation was the presiding officer at the morning meeting and F. J. Scarr, chairman of the Pennsylvania Railroad Company in the afternoon. Comment from the floor was allowed following the presentation of the papers.

"The history of transportation in the United States has been replete with instances of the struggle of rival competing and connecting services in seeking to find their proper places in the transportation system," Professor Wilson said in amplifying his plea for the development of a national transportation policy. "The march of progress has resulted in the emergence of new facilities which strive to enlarge the scope of their usefulness and find a place in the sun in the transportation world."

"The co-ordination of motor with steam and electric railroad transportation, therefore, implies the placing of the motorbus and truck into the same order or rank as the other agencies of transportation and the regulation and combination of all instrumentalities of transportation into a harmonious working relationship or system each serving its peculiar purpose."

**National System the Goal**

"The ultimate end to be attained is a comprehensive national transportation system, privately owned and managed and publicly regulated in the interests of the general public. In the system of transportation brought about through the co-ordination of the instrumentalities of transportation, each facility will find its proper place, which will be determined by the relative efficiency with which each agency performs its service."

### CERTAINLY HARD ON RAG MAN THESE DAYS

#### Brevity of Women's Clothing Makes Pickings Scarce, Report Says

Evidence is plentiful that brevity is the soul of women's clothes, as well as of wit, but the word of a retiring ragman fortifies belief that a good many of the designers have taken Missouri's famous slogan for their creative inspiration. After forty years of calling "Rags, old clo', old clo'" to the housewives of Westchester county, New York, the collector reports, according to the Nation's Business:

"They don't wear enough clothes, these women, and men use their white shirts to polish their automobiles. This means less rags, and we have to go to Europe for them. The demand of paper manufacturers is so great that it can be supplied in no other way."

Against this rag famine the provident collector made wise provision. In the days when bustles were prominent, and petticoats were heard, if not seen, he laid up a competence for the lean years. But despite the scantiness of clothes and the dearth of rags from their dissolution, there is still a profit in making waste. This waste is used for wiping machinery, and for packing journals of car wheels and of heavy machines.

According to census figures for 1925, the 104 establishments engaged primarily in preparing purchased waste of cotton or other fibre, and in the production of wiping rags and oakum, reported products valued at \$38,934,248, an increase of 15.5 per cent, compared with \$33,700,725 in 1923, the last preceding census year. During the same period the number of plants increased from 88 to 104, and the number of wage earners from 2,745 to 3,030.

It is all very well to campaign for the elimination of waste in industry, yet it is quite plain that a considerable amount is necessary to keep the industrial wheels turning. Ragmen may retire, but rags will be needed always.

### VARIED PRODUCTS MADE FROM TIMBER

A tremendous variety of products ranging from shoe pegs and sassafras oil to saw logs, railroad ties, and naval stores, is made from timber supplied by the national forests of the east and south, says the Forest Service of the United States Department of Agriculture. Chestnuts in the Appalachians furnish telephone poles and extract wood. Beech, birch, and maple supply bobbins for the busy looms of New England. Yellow pine in Florida is drained for turpentine and then sold for saw logs. These government forests are steadily taking a larger and larger place in the economic life of the vast region over which they are scattered.

A burnt child dreads the fire, but the swindled sucker bites again to get back the money he lost the first time.

### DOMINIONS PLANNING IMMIGRATION RULES

The American policy of limiting and carefully scrutinizing its immigrants from Europe has been carried out in a comprehensive plan adopted by the imperial conference for the distribution of the Empire's population, mainly in Canada, Australia and New Zealand.

By this plan, the Dominions won somewhat of a victory over the Mother Country by maintaining their right to take the immigrants they want instead of those which England would wish to send overseas.

Canada, for instance, is preparing a new contract with the British government for the transportation of immigrants at a cost of \$3 a piece. These, however, must be agricultural workers of domestic servants. The home government would prefer that Canada accept industrial workers as well under this scheme, but the Dominion is holding out against this.

A British emigrant must have a small amount of capital and be capable of doing the work required by the Dominion to which he is emigrating. The British government is hoping that some overseas unit of the empire will find work for about 100,000 surplus coal miners who are not likely to find jobs, even when the strike finally is settled.

### ILLINOIS HAS MORE CARS THAN BRITAIN

#### Other Interesting Facts About This Great State Given; Its Wealth

There are more automobiles in Illinois than in Great Britain. All food in Illinois' new Stateville penitentiary is cooked by electricity. The territory that is now Illinois became a part of the Northwest Territory by the famous ordinance of 1787, which has been called the Great American Charter.

An Illinois public utility was the first to pump manufactured gas long distances. Under the administration of Governor Duncan, Springfield, in 1837, was established as the permanent capital of the state.

The electric railways of Illinois expend ten cents of all money received for taxes.

Illinois furnished 251,074 men to the United States army during the World war.

Illinois has a wealth of 23 billion dollars.

One Illinois telephone equipment factory consumes five and a half million kilowatt-hours monthly, enough to meet the electric needs of 80,000 inhabitants or to light 220,000 homes during the same period.

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