

## RAILROAD BRINGS FARMERS SERVICE

Electric Railway Gives Farmers Exceptional Service in Bringing Beet and Cabbage Crop to Markets

How the Chicago, North Shore and Milwaukee Electric railroad is to bring railroad service right to the farmer's door in northern Illinois and southern Wisconsin agricultural sections is told in the current issue of the North Shore Bulletin by Luke Grant, the editor.

"Farmers like everyone else, want to get service, and are willing to pay for it," says Mr. Grant. "The North Shore line runs through a fine farming section in Wisconsin, where they grow sugar beets and cabbages and onions and all sorts of things. When the time comes to harvest those crops, the farmers quite naturally wish to get their beets to the sugar refineries as quickly as possible. In the past they got promises mostly when what they really needed was cars. This year they put in their own weighing scales at three points on the North Shore line between Kenosha and Racine and left it to the North Shore line to get the cars.

"It gave the farmers the best service in shipping their sugar beets and cabbages that they ever had. They are willing to admit it. We don't know how many tons of beets and things the North Shore line handled and it really isn't so important. The thing that is important is that the farmers got all the railroad cars that they needed, that they got them when they were needed, and that they were handled with the expedition and efficiency for which the North Shore line is noted.

"Where were the beets hauled to? Well, some of them went to Madison and Menominee, Wis., some went down in Illinois and some cars of cabbages went to Kansas City. Of course, the North Shore line can't haul them to those places, because it doesn't run there. It hauled them to Racine, where they were turned over to the steam railroads.

"This work was in the nature of a new departure for the North Shore line.

### BENJAMIN E. GAGE IS NOW IN CONTROL OF BRIDGES & GAGE

Benjamin E. Gage has bought a controlling interest in the automobile firm of Bridges & Gage and C. E. Bridges, former president, has sold his entire interest in the firm.

The transaction was made public the latter part of last week.

The new company has not yet completed its organization and at present it is retaining the name of Bridges & Gage.

The officers have not yet been elected. Those who own stock in the company in addition to Mr. Gage are N. H. Pearson, head of the sales organization; H. A. Thompson, cashier; Earl Asher, shop superintendent; E. Q. Austin of the legal firm of Holt, Cutting & Sidley; Robert Leffingwell of the Leffingwell Drug company; Thomas J. Foley, contractor, and B. S. Gage of the Peterson nursery.

The company will deal in Franklin and Studebaker cars.

Prompt and efficient service will be the policy of the new company and the shop organization will be made still more efficient when radical changes have been made in the system, according to a statement made today by Mr. Gage.

When Mr. Gage bought an interest in the firm nine months ago there were three mechanics in the service department and one employe, a stenographer in the front office. Now the organization, without counting officers, consists of a cashier, a stenographer, a shop superintendent, a stick clerk and ten mechanics.

### BRITISH RAIL STRIKE GAVE TRUCK A CHANCE

Motor trucks for fast and heavy transport is the one big lesson British business men have learned as the result of the national railway strike. Distances between large industrial areas in England are insignificant when compared to those in the United States. The average long journey is not more than 200 miles. Roads are excellent.

The strike gave the motor truck its chance. The only drawback was that there were too few such trucks. The government, in order to help feed London, had to get a rush shipment of trucks from its war stores in France.

Before the strike motor trucks were never used to get goods to London from Birmingham, 113 miles by rail. And that in the face of the fact the usual freight transport time was three weeks! Motor trucks made delivery in one day.

Now traffic experts are saying that slow or congested railways will be superseded by efficient motor lorries, which in many cases have proved to be even cheaper than railway transport, figuring cartage at either end.

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