

LATEST TYPE, GASOLINE-PROPELLED, SEMI-STEEL RAIL COACH

## GASOLINE CARS ON RAILS

**W**E have heard recently of Henry Ford's "trackless trolley." Now we have the reverse development in transportation—the gasoline car on rails. A few years ago the idea of operating a motor truck on rails would have been laughed at, yet now we have gas-propelled cars in city railway service to replace electric trolley cars.

The illustration below shows two gasoline cars in actual operation on the streets of Manhattan, Kansas.

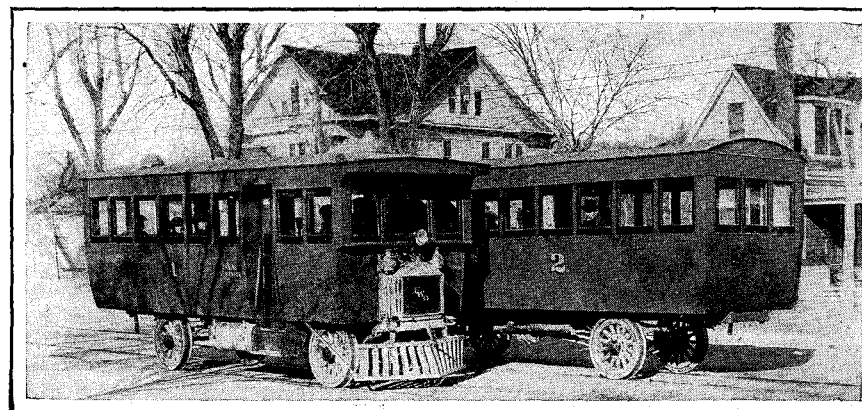
The excessive cost of operating the heavy electric cars for a patronage which has decreased considerably since the war was the deciding reason which influenced officials of the Manhattan City and Interurban Railway Company into buying lighter equipment. It cost them between forty and fifty cents per mile to operate electric cars, and they give the public just as good service now at a cost of about fifteen cents per mile. But they gained more than simply a reduction in operating costs by installing motor equipment. They reduced their number of employees, one man operating a car instead of two; they eliminated the expense involved in the operation of a power plant and three substations; they are able to operate their motor equipment with less noise and less annoyance to the public; they re-

duced their cost of maintaining their right of way, the new equipment being much lighter and less destructive to the rails than the heavy electric cars; they reduced the liability of damage suits resulting from accidents, which were quite frequent when the electric cars jumped the tracks. Besides all of these advantages this company has done its bit toward beautifying Manhattan through the removal of overhead trolley wires and poles from the city streets.

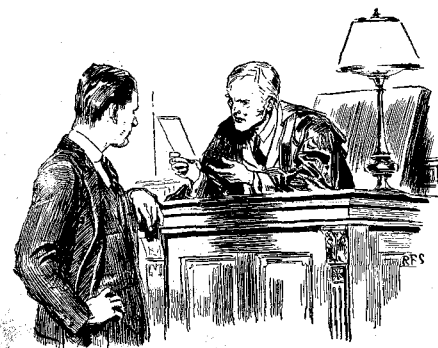
When the first snow of the winter arrived at Manhattan, citizens were doubtful as to the ability of the cars to operate without the use of a snow-plow, as had been the custom with the electric cars. But all doubt was cleared away when the trucks, with little difficulty, plowed through the deep snow, which was drifted in places to a depth of two feet.

Another development along this line has been in the use of gasoline cars for short hauls by the railways. A number of short-line railways have been operating gasoline rail cars successfully for several years, and this is now securing wide attention on the part of officials of many of the large transportation systems.

A gasoline rail coach was recently run over the Pennsylvania Railroad from



CARS IN RESIDENCE DISTRICT



## Why the Judge Named a Trust Company

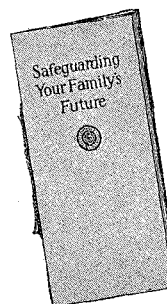
**"I NAMED** a trust company in my will, as executor and trustee of my estate," writes Judge W., "for reasons which appealed to me so strongly that I do not hesitate to give them:

*"First:* I wanted the appointment of my executor to be a permanent one, not to be upset by the death of any friend that I might choose to act in that capacity, either before or after my demise—the former necessitating revising my will, the latter resulting in the appointment by the court of an administrator of my affairs of whom I could know nothing.

*"Second:* I desired the security offered by the resources and experience of a trust company.

*"Third:* I wanted the settling of my affairs on a strictly business basis, and under the management of men whose business it is to do such work and whose sole object is to comply with the provisions of my will, swayed by neither affection, prejudice nor personal gain or hope of it.

"I named a trust company as executor and trustee of my will, because I wanted the sense of security that comes with knowing that the provisions of one's will surely will be faithfully and efficiently carried out."

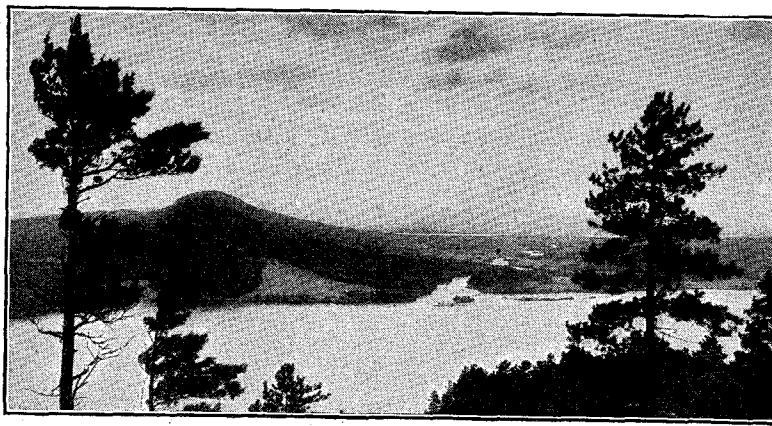


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Today, ask a trust company for a copy of "Safeguarding Your Family's Future," which explains the duties of an executor and trustee and why you should name a trust company. If a trust company is not near you, write to the address below for a copy of the booklet.

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### GASOLINE CARS ON RAILS (Continued)

Philadelphia to Washington, a distance of 136 miles. This car maintained a speed of 33 miles an hour on the run. It has a seating capacity of 41 persons and a baggage compartment.

This experimental trip of the gas coach much impressed the railway men who were given the opportunity of testing its operation.

Railways are watching with keen interest developments in the gasoline rail

car, recognizing that equipment of this type offers an opportunity of better serving the traveling public and at a cost far below that involved in steam train operation.

Railway men are pretty well agreed that the expensive part of the railway business is the running of thousands of miles of unprofitable passenger service on small branches of main lines where traffic is light but where the people demand service. Once established, it is a difficult thing for the railways to curtail

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such service, even though it be unprofitable.

With recent improvements in the gasoline rail car before them, railway executives are alive to the situation and are now genuinely interested in the possibilities of the rail car as a solution to the problem of being forced to operate passenger trains where business does not justify doing so. They are convinced that the rail car, because of its light weight and low first cost, coupled with simplicity in operation and maintenance, is worthy of serious consideration.



CAR ON CITY STREETS

## KILLING OFF THE KILLERS

BY PAUL A. WESTERBERG

UNCLE SAM is killing off the killers—which is to say that the Federal Government is obliged to wage persistent and aggressive war against the predatory animals in defense of the wild animal life of National Park and National Forest and of the herds of the cattlemen and sheepmen. More than 150,000 wolves, coyotes, bobcats, lynx, mountain lions, and "killer" bears have been killed in the six years since this warfare began.

Yet the beasts of prey persist, in spite of the fact that the hand of every man is against them night and day, year in and year out. The coyote is even widening its range. Nobody knows just why the coyote howls at night. As good a guess as any is that it is his way of notifying civilized man that he is still on the job and intends to stay, in spite of the rifle, trap, and poison. Every one who has heard the coyote give voice at night knows that a large part of the weird performance strikingly resembles mocking laughter.

Government hunters in the last six years have killed with trap and gun 156,150 wild animals that roamed the Western ranges and preyed on live stock. The campaign against these animals was begun by the Government in 1915, and now all the States except Arkansas, Oklahoma, and South Dakota are co-operating.

The list includes 406 bears, 17,842 bobcats and lynx, 133,604 coyotes, 668 mountain lions, and 3,630 wolves. The total shows the number of scalps taken; it does not include the large number of animals killed by poison. The figures would be greatly increased if those animals, too, were in the list. Many poisoned animals are never found.

### THEIR DESTRUCTIVENESS

In the fiscal year of 1921 the total number of predatory animals killed was 27,637, classified as follows: 128 mountain lions, 549 wolves, 89 bears, 2,468 bobcats and lynx, 24,258 coyotes.

The average destruction of these animals is estimated to have been for each wolf and mountain lion about \$1,000 worth of live stock; each coyote and bobcat, \$50 worth; and each stock-killing bear, \$500 worth. In view of these estimates, an idea is obtained of the tremendous figure averted by the Government's skilled hunters. These figures are averages; in some cases, notably the Custer wolf (Custer, South Dakota), the depredations of individual predatory animals have reached much higher figures. The Custer wolf is estimated to have killed at least \$25,000 worth of cattle before it was disposed of not long ago.

The figures given represent the Government's activities along this line in Arizona, Arkansas, California, Colorado, Idaho, Montana, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming. During the six years' campaign more predatory animals were killed in Nevada than in any other State,

# COMMERCE AND FINANCE

A Common Sense Magazine  
of Business

Edited by

Theodore H. Price

and

Alan H. Temple  
M'Cready Sykes

Stephen Bell  
E. L. Barnes

Wednesday, April 19, 1922

## COMMERCE AND FINANCE

A WEEKLY NEWSPAPER published to promote sound economic thought, intelligent commercialism and financial discrimination. It believes that

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largely because that State was the first to conduct a co-operative campaign with the Government, starting in 1916. The total killed in Nevada, not including animals poisoned, is put at 32,068. Utah comes second, with 21,712; Texas third, with 18,602; Idaho fourth, with 16,018; Oregon fifth, with 12,524; and Washington sixth, with 10,015.

Texas leads the sixteen States in number of wolves disposed of, the total being 1,566 during the six years' campaign, or more than forty per cent of the total number of wolves killed in all sixteen States. Wyoming ranks second in number of wolves killed, with 480; New Mexico third, with 441; Montana fourth,

with 339; Arizona fifth, with 183; and Utah sixth, with 170.

In the number of coyotes whose scalps have been taken by the Government hunters and in co-operative campaigns, Nevada leads, with 27,173; Utah second, with 18,767; Texas third, with 14,830; Idaho fourth, with 14,454; Oregon fifth, with 10,351; and Washington sixth, with 9,631.

Arizona and New Mexico account for nearly two-thirds of the total number of mountain lions killed, their totals being 255 and 170, respectively. In Utah 71 mountain lions were killed; in Oregon, 43; in Colorado, 36; in California, 29; and in Nevada, 24.