

THE AUTO ON THE FARM.

It wasn't so very long ago that the rural population regarded the automobile as nothing but an easy way of replenishing the coffers of the justice courts by the "exceeding the speed limit" route. Now fully a half of the progressive farmers of the West consider a gasoline buggy as an essential part of the equipment of their farm. In fact the auto has proven itself of more value to the farmer than to the city man, especially in a country where the towns are far apart and the farmer often some distance from his nearest neighbor. The automobile also is a distance reducer that saves much time and effort for the owner of many acres when overseeing the general farm work.

Most farmers of experience agree that it is better for the agriculturist to make his first auto investment in a second hand machine. The first machine is to a great extent an experiment in that the purchaser must necessarily be somewhat ignorant of the proper care and inexperienced in its use. It is a safe plan to learn on a small investment and a second hand machine costs less than a new one of the same efficiency. When he has driven the car for a time he will have a clear knowledge of just what he wants in a new one and having gotten it, can make it give the maximum of service for the minimum of wear and depreciation.

The uses to which an automobile may be put on the farm are multitudinous. In the first place the auto can travel much faster than any team and is tireless. So near perfect has the modern gas engine been made that road failures are very few and far between. In fact, are less frequent than are accidents when driving. The automobile will also travel at a good rate over roads that are practically impassable for horses. Of course its speed is the primary possession of the auto that appeals to the farmer.

A machine can also be put to furnishing power for the other farm machinery and some machines have special fittings for this use. Here is an example of some of the uses a North Dakota farmer finds for his auto. He says, "Aside from being used on the road its power can be used in many ways to take the place of gas engines. It has the advantage of self transportation—to the well for pumping, to the house for churning and running the cream separator, to the corn crib and granary for shelling corn, grinding feed, etc. It takes but a short time to line up the machine, jack up the rear wheels and put on the belt. The speed can be adjusted slow or fast to suit the occasion." To these uses might be added many more; running lathes for repairs; turning the grindstone; moving machinery about when the teams are busy; running the washing machine and other things too numerous to mention. The saving of the horse-flesh alone should be enough to commend the auto to the average farmer. Apropos of this a farmer writes: "I think an automobile is very valuable to the farmer in saving horses, especially in the spring work and in harvest time. I make a trip in one-fourth of the time that I could with a team. It has come in handy several times in getting repairs for my farm machinery. I have hauled ten bushels of seed flax at one time. I ran my auto 4,000 miles last summer and I did not break down once on the road. I feel just as safe in going any place with my auto as I do with a team. On Sunday I can do up my chores, go to the lake and let my horses rest whereas if I had to drive a team it would take all day to go there and back as it is thirty miles from my home. And when I am busy I can work until six o'clock, then take the auto, go to town for groceries and be back in good season."

Time is money to the farmer and if he can save a couple hours in the marketing of his produce he is that much ahead. This an auto will do if it is fitted for carrying such produce (and no farmer should think of purchasing a machine that is not so fitted). He can take his butter, eggs, cream or poultry to town and deliver direct to his customers even if the town is many miles distant and do it in half the time that it takes the man who uses horse power. The constant cry of the farmer who does not wish to go into butter, egg or poultry production for marketing direct to the consumer is that he is too far from town. The auto will cut down the distance from town by two-thirds at least; virtually move your farm closer to town.

Automobile Dealers in Winnipeg

WESTERN CANADA MOTOR CAR CO.
Agents for Packard Motor Car Co., Detroit, Mich and Regal Motor Car Co., Walkerville, Ont.
Ford Motor Company, Walkerville, Ont. (branch office).

JOS. MAW & CO.
Agents for Reo Motor Car Co. of Canada, St. Catharines, Ont. (Oldsmobile) Imperial Motor Car Co., Toronto, Ont.
(Peerless) Peerless Motor Car Co., Cleveland, Ohio.
(Diamler) Diamler Motor Car Co., Coventry, England.
(Hupmobile) Hup Motor Car Co., Detroit, Mich.
(Columbus Electric) Columbus Buggy Co., Columbus, Ohio.

WINNIPEG GARAGE CO.
Agents for Franklin Motor Car Co., Syracuse, N. Y. Cadillac Motor Car

Co., Detroit, Mich. Babcock Electric Co., Buffalo, N. Y.

MOONEY AUTO. CO.
Agents for Warren Motor Car Co., Detroit, Mich.

CANADA CYCLE & MOTOR CO.
Agents for (Russel) Russel Auto Co., West Toronto, Ont.

TUDHOPE-ANDERSON COMPANY
Agents for (Everitt) Tudhope Motor Car Co., Orillia, Ont.

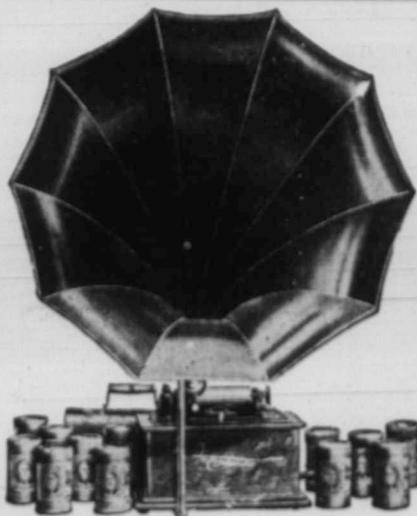
R. KERSHAW
Agent for (Brush) Brush Runabout Co., Detroit, Mich.

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Agents for (Kissell Kar) Kissell Auto Co., Hartford, Wis.
(Maytag) Maytag, Mason Motor Co., Waterloo, Iowa.
(Oakland) Oakland Motor Car Co., Pontiac, Mich.

(Croton-Keeton) Croton-Keeton Motor Car Co., Massillon, Ohio.
(Thomas) Thomas Motor Co., Buffalo, N. Y.
(Knox) Knox Auto Company, Springfield, Mass.
(Indian Motor Cycle) Hendee Mfg. Co., Springfield, Mass.
The McLaughlin Carriage Co., Oshawa, Ont. (branch office) Manufacturers of (McLaughlin-Buick).

HALLADAY AUTO CO
Agents for (Halladay) Streator Motor Car Co., Streator, Ill.

McRAE & BREEN
Agents for (E. M. F.) E. M. F. Co., Walkerville, Ont.
(National) National Motor Co., Indianapolis, Ind.
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