

The Implement Behind the Implement of War in Italy

Food is playing a much larger part in the present world war than in any previous war. This is probably due to the fact that more men are in the field under arms and more countries are engaged in combat than in any previous time. Europe is calling to feed the defenders of liberty and democracy.

But they are also doing everything in their own power, too, to meet this great food problem. Since all of the young and able bodied men are at the front, it leaves the farm without much help. They have solved their labor shortage exactly as the wise farmer of America is doing it today—namely, by the use of tractors.

But Europe, at the present, is in no condition to manufacture these very necessary farm tractors, the implements behind the implements of war. So again they are falling back upon the wonderful resources of America, and are now using hundreds of farm tractors built in the United States.

The striking picture on page 5 shows a fleet of Case 10-20 tractors pulling 3-bottom plows in Italy. Since the introduction of these tractors, which are all purchased by the Italian government, the Italians are learning that they now can plow more, better and deeper. They have learned that by power plowing they can raise larger and better crops. The wonderful amount of labor and time that they can save by the use of the tractor is enabling them to cultivate greater acreage on which to produce food for their fighting men at the front.

The tractors illustrated here are proving in Italy, as in America, the soil tilling capacity of a practical one-man rig. Everything is so designed that the operator can conveniently manage both the tractor and the plow. The Italian government is most enthusiastic over the work of the American tractor, and it is only an indication of the popularity of American-made products in foreign lands that will invade the foreign markets after the war.

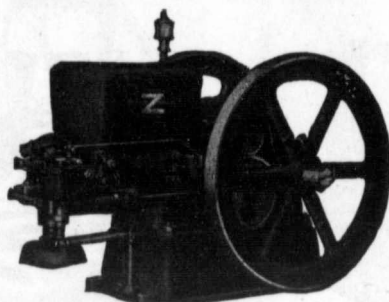
Tips From the Tractorman

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Still, there's a voice with a kick coming. "How are we going to see to work at night, and how are we going to use tractors where they won't pull after a little shower of rain?"

Buy some lights for your tractor, son. Buy some lugs that won't clog up with every shower. In most cases it can be done. If you can't get them ready-made, get the blacksmith to make you

Look Several Years Ahead!



The Type "Z" Engine is a truly great engineering achievement, and we're proud of it. It is the Engine that will give you a lifetime of service, and the one you will be glad you bought.

There's a Fairbanks-Morse Dealer near you. See him to-day or write us direct.

The Canadian Fairbanks-Morse Co., Limited
SASKATOON WINNIPEG CALGARY

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CONSTANT in service—always running like a clock—consuming the least quantity of low grade fuel—you will find the Type "Z" engine a reliable worker, ready to save you money every minute of the day.

TYPE "Z" Engines are made in 1½ H.P., 3 H.P. and 6 H.P. sizes. While the 1½ H.P. Engine burns only gasoline, the 3 H.P. and 6 H.P. Engines are designed and built to burn cheap kerosene as well. All sizes have built-in magneto and speed regulator.



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ANTON MICKELSON, Manager

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some; buy a whole new pair of wheels if you have to, put your hand down in your pocket and, through fittings for your tractor, donate something to your country and feed your boys. Remember, you're to say something after you read this. Agree, disagree, boost or knock, but say something, man or woman, whatever you may be, say something.

* * *

After writing that long article on "pulling together," somebody came in and asked me how these operators were going to be trained.

The answer is simple enough, the training of these operators is all that I would ask the government to do, and I firmly believe that they can and will do it if asked to. Take Manitoba, for instance: the Agricultural Extension Service is putting out short courses on gas engines, field husbandry and animal husbandry for men as well as cooking, dress-

making, and home nursing for women. The gas engine men have a car of equipment—three tractors, small stationary engines, lighting plants, etc. Lectures are given in the morning and practical work in the afternoon. Of course, this method of teaching has its faults; but I don't see why they couldn't be remedied. The tractor work has to be done outside, and it is generally too cold for a man to stand still long enough to learn anything, and tractors aren't the nicest things to work on in a cold wind. The equipment all has to be unloaded and the car released, and another car ordered when the course is finished. The tractors are housed in a convenient snow bank, and the smaller equipment is put into a hall or a garage.

The lectures are held in a convenient hall or school room.

Another drawback is that too many subjects are handled to allow enough time for the tractor

part. Seven or eight hours a day on nothing but gas engines and tractors would cover more ground in one week than the present arrangement does in two weeks.

However, as I said, I don't see why all these difficulties can't be overcome very easily. About the first thing to do would be to convince the C.P.R., the C.N.R. and the G.T.P. that it is very much in their interests to help the idea along as much as possible. It wouldn't hurt any of them to give general passes to the instructors and provide three cars. One car to be turned into living quarters for the instructors and lecture room, the second car to contain all small equipment securely bolted to platforms, where it would be easy to get at it. The third car to contain two or three small tractors blocked up and fastened securely so that the wheels would turn around without touching the floor. In this way, the main points of tractor