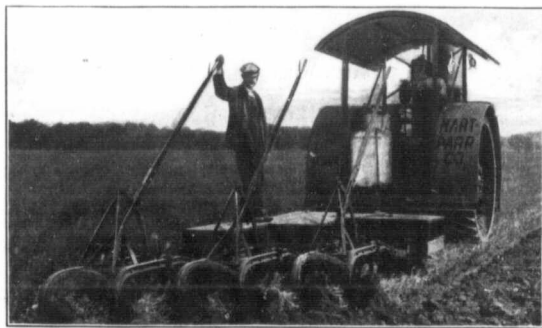


RUSH SPRING WORK with a HART-PARR

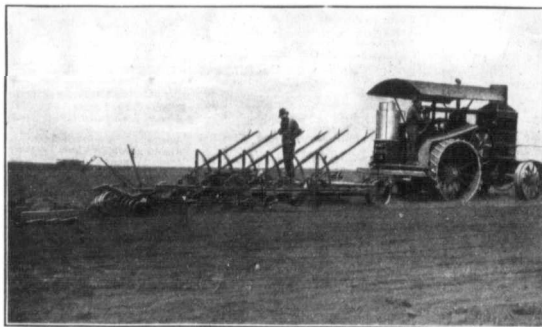
Here's Irrefutable Proof that it's the Tractor for you

Horses too Slow to Race with Weather Conditions

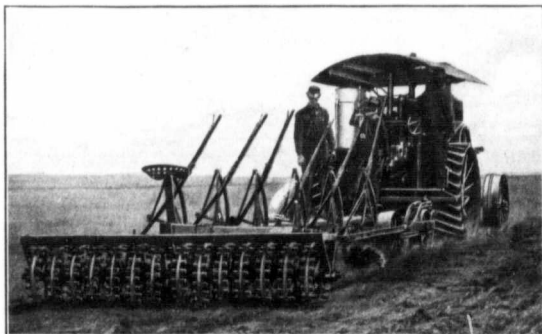
Prevent a repetition of some of your past season's disappointments—money losses. Horses seem like snails compared with the rapid pace of a Hart-Parr. It fairly eats up work with giant strides. It covers so much ground with little fuss or expense—plows deep or shallow—pulls steadily 6 to 10 plows—covers from 20 to 30 acres in 10 hours—hustles night and day—Always eager to make money for you—never slow, no matter how hot or cold the weather. Do your spring plowing and seeding in double quick time. Then watch the snail's pace at which your neighbors work. Your crop will be anywhere from 20 to 50 per cent larger than usual, paying for the tractor in a few seasons. Bad weather may threaten. With a Hart-Parr you have the best chance to beat in the race, plowing, harrowing, seeding in one or two operations. With horses it's a forlorn hope—you're handicapped. Where horses can't budge a plow in frosty ground, a Hart-Parr marches along unrestrained. Thus you can get onto your ground earlier than those who depend on horses. Don't risk—don't take a chance—be on the safe, the profitable side.



60 H. P. plowing 15 to 20 acres a day—6 in. deep. Just the engine for corn belt farmers.



60 B. H. P. breaking outfit used in Canadian Northwest. Horses can't equal this work.



Here a 60 B. H. P. is breaking ground for flax. Note pulverized condition of newly broken ground.

Deep, Quick Plowing Turns Up Dollars

Increases of 20, 40 and 50 per cent are frequently reported by users of Hart-Parr. Scientific farm management has proven that early deep plowing will release plant food, make a finer seed bed with closer soil particles, provide better ventilation and give plant roots a greater reservoir for moisture than the former surface plowing.

This discovery has been made profitable for large farms only since Hart-Parr Tractors were introduced. It has been practiced intensively in Europe over very limited areas with a small pointed one-horse subsoil plow. But now farmers everywhere can plow from 250 to 3000 acres can plow as deeply as wisdom directs.

The steady—all day—all night—never tiring—uniform pull of a Hart-Parr Tractor has revolutionized America's western farming practices. The proofs below are selected from a fistful of letters from our files received in 1911. Send for our December testimonial folder where many letters are reported.

HART-PARR OIL TRACTORS

Here Are the Proofs

Broke 1,300 Acres. Threshed 80 Days. Repair Expense \$25.00

Dear Sirs:—I purchased one of your engines a 22-45 last spring (1911). I unloaded and took delivery of the engine myself, and took it out forty miles south. We hauled six plows breaking all season turning over eleven hundred acres. This we broke out. In addition to this we broke two hundred acres for ourselves. We started threshing on Sept. 18th and threshed steady outside of two days' delay waiting for belt, until the 27th of December. We have done all this with a repair expense of under \$25.00, and most of that was due to using poor cylinder oil. Our engine has given every satisfaction, and I would have no hesitation in recommending a Hart-Parr Engine to intending purchasers. Yours truly, (Sgd.) H. A. MITCHELL & SONS.

Not a cent for Repairs. Plowed all Summer. Threshed all Fall

Dear Sirs:—I purchased one of your 15-30 Hart-Parr Engines last spring, 1911. I plowed all season with this and then ran a 30-50 Separator all Fall. My repair expense was not one cent. I would recommend this engine to any prospective purchaser as a handy farm tractor. Yours truly, (Sgd.) GEO. BEATTIE.

Broke 500 Acres. Repair Bill \$1.00

Dear Sirs:—The engine which I bought from you last summer has given me complete satisfaction in every particular. I broke something over five hundred acres and did the work easily and well. The only expense I had for repairs was \$1.00, and I am recommending this engine to my neighbors as the most simple, durable and powerful engine in the market. Yours truly, (Sgd.) M. L. LEITCH

Broke 950 Acres. Blame themselves for Expensive \$2400. Engine Good as Ever

Dear Sirs:—I purchased one of your 22-45 H.P. Kerosene Engines in the winter of 1911. I plowed 950 acres with this engine during the season of 1911, and threshed through all the land until the present time. I hauled 5 and 6 furrows in breaking during the whole breaking season, this was according to conditions of breaking. My repair expense has been reasonable and nearly all the expense was through our own mistakes. We have been threshing through the coldest weather, and the engine gave us no trouble. I would most certainly recommend the Hart-Parr Engine as a general farm engine. Yours truly, (Sgd.) F. S. WILBERN.

Threshed 35 deg. below zero. \$5.00 Repair Bill in 4 Years \$3.50 Expense for Repairs

Dear Sirs:—In the spring of 1907 I bought of your company one of your 45 Brake H. P. Tractor. I have used it successfully every year. I have plowed on an average 300 acres a year, and in the Fall I used it to run a 32 1/2 Separator. During the whole threshing season I never lost an hour on account of the engine, although we threshed during the very cold weather, one time it was 35 degrees below zero. We had a repair expense of \$3.50 only. I am very well pleased with my engine and am sizing up the work of other makes of engines, would most certainly recommend any purchaser taking a Hart-Parr. W. M. GALLOWAY, JR.

Ready for first piece of good weather

Dear Sirs:—The engine we bought from you last season gave us first class satisfaction. We have plowed 40 acres a day with drag attached. no trouble or delay of any kind. We have had repairs to buy. We think it is all right. Now asking myself the question, "How have we done our own work with this engine?" Our idea is to get our work done just when we want it. Yours truly, A. T. GETTY.

Economy of Operation and Superior Construction

Kerosene—is easy to get, easy to transport, safe to handle. It develops power equal to gasoline at two-thirds to one-half its price. A Hart-Parr uses the cheapest fuel. It holds down the quantity consumed to a low average through its efficient injection system fully explained in our new 52-page catalog. Every possible ounce of power is exerted on the piston at the right time. Superior construction has always kept the Hart-Parr in a class all its own. From day of its conception to February 1912 this tractor has been the trail blazer for others. But they never can catch up. Every new idea, every plan to give you a better service is the result of 1912 ideas seasoned by nine years of progress—field experience. This wide awake policy has developed an unrivaled engine, with fewest parts, all accessible and replaceable; a simple engine that any intelligent, mechanically-minded man can soon understand and operate successfully; an engine whose bearings, hubs, wheels—all working parts—are steel built to withstand the never ending shocks, vibration and strain incident to field, road and belting. It will do more work with less cost for repairs than any tractor.

This Man now owns 7 Hart-Parr Tractors

Dear Sirs:—In August 1909 I purchased one of your engines and used same in threshing rice crop and it did its work very satisfactorily. After threshing we tried it in breaking black, waxy soil land and the work done was so satisfactory that I purchased three more engines for Nov. and Dec. delivery. Worked them all winter in breaking land and preparing the ground for a seed bed in the spring and in the fall of 1910 used all four for the engines in threshing with good results. In Dec. 1910 I purchased another engine of the same make, and now in 1912 have just placed an order for two more. For our work, both in plowing and threshing I think the Hart-Parr engines are the best on the market today, and would recommend anyone wanting a Gas tractor for farm work, to investigate them thoroughly before placing an order elsewhere. Respectfully yours, A. P. BORDEN.

Makes Horses laugh & grow fat

Dear Sirs:—We purchased one of your 45-60 H.P. gasoline engines last spring and must say that it has met our highest expectations, and are well satisfied with the work we find it is capable of doing. We can heartily recommend it to any one desiring to purchase an engine. It is a money maker and a labor saver. It makes horses laugh and grow fat. The Hart-Parr engine will generate as much power from a cheap grade of kerosene as from gasoline, thereby greatly reducing the expense. It will run all day practically without a stop. We used it threshing this last fall and it was a decided success. We used a 32x52 separator, but we want to use a 36x50 separator next fall, as we are sure it will handle it without over exertion. It has many advantages over the steam engine. Yours for success, G. H. & E. K. POTTS.

A brand new catalog—52 pages—fresh from the printer is yours for the request. It clearly describes the Hart-Parr—tells why you should own it—gives details of construction—demonstrates by illustrations and drawings the superior construction. Send for it and our other literature showing the wonderful possibilities, economy and profit in farming with a Hart-Parr Tractor. We make four sizes—one will surely fit your farm.

Hart-Parr Service Follows Hart-Parr Tractors Everywhere

Our customers' interests come first. Our relations have just begun when you order. We are friends—practical advisers—undoubtedly because one Hart-Parr is so profitable that it sells another.

You want supplies quick. Hart-Parr Service lays them down at your station in double-quick time. Why? Because we have complete supply stocks located at 20 central points easily reached by mail, phone or telegraph. This service is one of our greatest friendship makers. Don't buy any engine that cannot give immediate action on repair parts. Otherwise your rush season work will be held up.

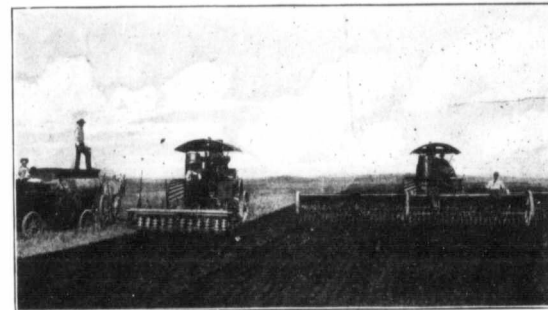
Low Priced Repairs. You can buy all the parts—a complete Hart-Parr disassembled engine—for less than the complete assembled engine. We aim to make only a small profit on repair parts. Others consider it one of the most lucrative departments of their business. We will send list for comparison if you ask for it.

HERE ARE OUR QUICK SERVICE CENTERS:

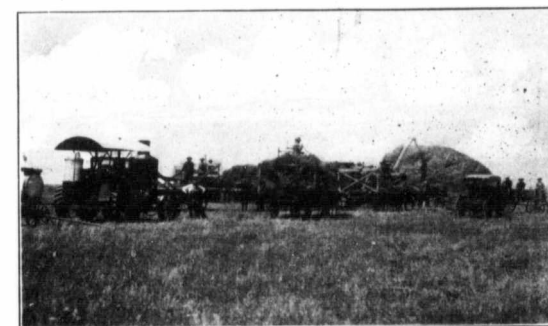
Aberdeen, S. D.	Calgary, Alta.	Des Moines, Iowa.
Madison, S. D.	Portage La Prairie, Man.	Minneapolis, Minn.
Denver, Colo.	Regina, Sask.	Los Angeles, Calif.
Fargo, N. D.	Saskatoon, Sask.	Palo Alto, Calif.
Grand Forks, N. D.	Wichita, Kans.	Idaho Falls, Idaho.
Lincoln, Neb.	Bozeman, Mont.	Sioux City, Ia.
Peoria, Ill.	Great Falls, Mont.	



30 H. P. crushing corn stalks, double discing and drilling 10 feet wide, all at same time.



The farmer in the auto in 1909 bought two 60 H.P. Hart-Parrs. Two more were added in 1911. Comment unnecessary.



Threshermen praise the Hart-Parr for its steady power delivery giving the separator a uniform, smooth motion.

HART-PARR CO., 30 Main Street, Portage-la-Prairie, Man.
REGINA AND SASKATOON, SASK.
The Chapin Company, Calgary, Agents for Alberta