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If Not for the Farmer, Then Who?

The Automobile is Fast Becoming Not Only a Vehicle of Pleasure, but the "Jack of All Trades" on the Farm

—By E. W. H.

Developments of the automobile is a fair representation of the active temperament and the controlled energy of our genius. This progress in scientific effort has placed mechanical reputation on the very top round of progression, and the wonder of the entire world increases when it is realized that the history of this marvelous achievement dates back but twelve short years.

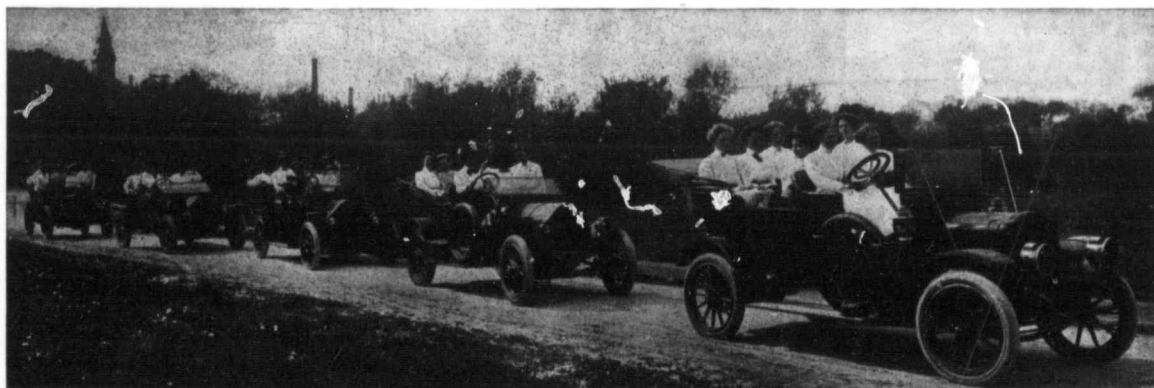
Twelve years ago the automobile was simply a horseless carriage with springs not fit to be

something akin to one, in the minds of some people for years, and this idea was worked out and demonstrated by Gottlieb Daimler, a German engineer. He devised and built the first successful motor, and it was taken up and demonstrated by the French firm, Panhard and Levassor, whose products have been known all over the world. This was twenty years ago, and following it the foreign manufacturers placed machines upon the market, but they were designed only for

recognized and accepted necessity of commercial and agricultural life.

When the automobile first made its appearance even the best informed mechanics questioned its practicability on common country roads. Engines had been used for years on railroads where traction was sure and even surface was provided so that wear and tear were reduced to a minimum, but to pack an engine on a frame and so adjust it that it could and would propel itself over

gated to the past and can be seen trailing along at the end of the line of the motley caravan which is fast disappearing into the mist of discarded things. A hundred parts have been done away with and the engines are now so simple that any one can operate them and locate difficulties and correct them. The present day automobile engine is fool-proof. You can get at the movable parts without taking the engine to pieces, and the owner is able to keep his machine in perfect repair with little



When the Suffragette Holds Full Sway we may look for Scenes Similar to This on the Country Highways

called such, with no pneumatic tires and with but little to recommend it in any way. The sensation of riding in one was far from pleasant, producing the feeling that you were sitting over a miniature volcano which frightened you with its mutterings and was likely to explode itself without a moment's warning. It had no practicability and was, in fact, but a toy for the adventurous rich. It is true that there had been a vague idea of an automobile or

travel over the best roads and under certain and assured conditions, and were accessible only to the very wealthy man and were used for his pleasure alone. It was left for more recent inventors and engineers to produce the automobile of to-day, and this transforming of forces which nature holds into practically applied mechanical power is nowhere more manifest than in the development of the automobile. It is no longer an experiment but a

the hills and through the ditches of uneven country roads, was a proposition that demanded not only mechanical genius but the very highest type of workmanship. The first gasoline engines were stationary and were operated by explosions. It was thought necessary to provide a bed of concrete for those engines of "hot tube ignition" and clumsy construction. These gasoline engines were things of many troubles, but they have been rele-

trouble or expense. It has been the problem of the manufacturer to build an automobile that would plough through sand and mud and over ruts and stones, with an engine powerful enough to drive the car up steep grades and still admit of being throttled to the desired limit. Five years ago it was a common thing to see a machine by the roadside and the driver under the car, much to the amusement of many of our country citizens, but that