

Grain Growers have got a measure of relief from the Elevator extortions, the "MIDGET" will free them from the Flour Combine

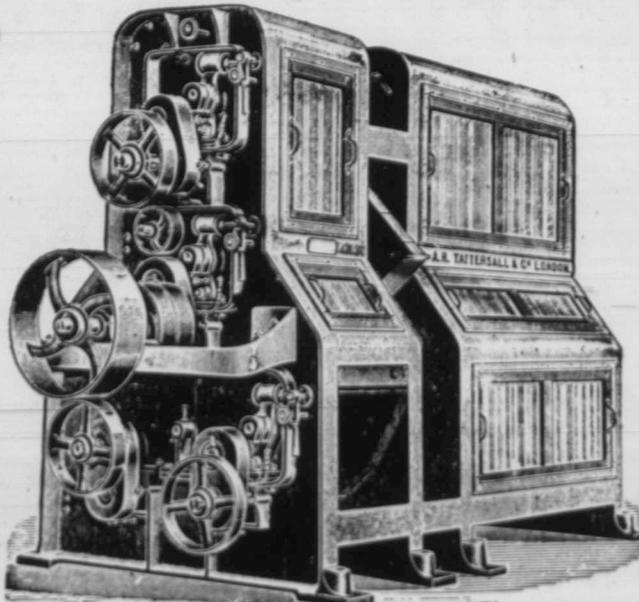
THE "MIDGET" PATENT ROLLER FLOUR MILL

What It Is

A Complete Roller Flour Mill in one frame driven by one belt.

Floor space occupied, 10 ft. by 4 ft. Height, 6 ft. 3 in. Requires 3-horse power to drive.

Contains four pairs of Rollers and four Centrifugal Flour Dressers.



What It Does

Makes 196 to 220 pounds of flour per hour.

Produces results equal to the largest mills.

Does NOT require an experienced miller to operate.

Leaves Bran and Shorts with farmers for feed.

"A gentleman in Canada who knows the "MIDGET" and its success wherever introduced, writes me as follows: 'I know the machines are doing well in England and they ought to do better in this country, as the wheat and weather are more favorable for milling operations. . . . I should say the machine will have a great future in this country.' BEWARE of imitations, friends! C. LUNN.

This Mill with WHEAT-CLEANER, Gasoline Engine and Building, costs less than a Modern Threshing Outfit, and will run 12 months in the year and 24 hours per day

For Booklet, with full particulars and plans for installation, &c., write to

ONE OF THESE MILLS WILL SHORTLY BE OPERATING AT JASMIN, SASK.

CHAS. LUNN, JASMIN P.O., Sask.

Why the Farmer Needs An Automobile

WHAT benefit is gained by a farmer from the use of an automobile? is a question that has been asked hundreds of times, but it is doubtful whether any really satisfactory reason is given by the majority of automobile salesmen to whom the query has been put. It is not surprising that so many men have failed to be able to satisfy the farmer that what they are trying to sell him is going to prove more than a means of recreation for himself and family during his spare moments, and until this impression is removed it will prove difficult to sell cars except in the case of the more wealthy members of the farming fraternity who do not have to consider whether it is going to be a profitable speculation as far as the general business of the farm is concerned.

It may, however, now be taken for granted that a careful study of the farmer's business and his needs for a quicker means of transportation than that offered by a horse and rig will furnish many convincing reasons as to the benefits to be derived from the use of a motor car. On every side they now have examples of the utility of the automobile by which to guide them in their selection of the car best suited to their needs, and when the uses to which the car can be put are placed before them in a proper manner, they are quick to take advantage of its opportunities in their service. First and foremost in the question comes the great saving of time, and in the case of every farmer, "Time is money." No class of producer has a greater need of a quick means of transportation for himself and his produce than the farmer, and the fact that he can make the trip from his farm to town and back again in one-third of the time occupied when a horse-drawn vehicle is used, proves a clear and convincing argument to start him

along the line of modern means of transportation.

Motor Car Possibilities

Commencing with the early morning hours, in the case of a farm where children have to go three or four miles to school, the car offers a rapid means of conveyance, leaving them longer time in which to help their parents in the small chores of the farm before starting away for school. Going on to the rest of the day, the farmer must be shown that in the automobile he possesses a portable power plant of 20 to 30 horse power that can be used to saw wood, chop feed, shell corn, pump water, drive a dynamo for the charging of storage batteries, which will provide him with an electric lighting system for his house and barns, or for the hundred and one other little jobs around the farm where power is needed.

The automobile does not replace the horse, it merely supplements it, leaving the horse free for work on the land whilst the car makes the run into town with the milk and brings back any little necessity with the shortest possible loss of time. Then in the case of a breakdown in any part of the farm machinery, the car stands ready as an insurance against the standing idle of a large gang of men in case the breakdown should occur when harvesting or threshing operations are in full swing.

Aids to Good Roads

Turning to another side of the question, and one that is of vital importance to the farmer, the general use of the automobile in any district means the gradual improvement of the roads. The cost of horse haulage in country districts amounts to practically 25 cents per mile per ton load for transporting the produce of the farm to the nearest shipping point. By the improvement of the roads until they are in first-class condition it has been found that this cost can be reduced to about 10 cents per ton mile under the most favorable

state of affairs. With good roads on which to travel, the motor once again scores a big victory, as a light motor truck can be operated with exactly the same load at a cost not exceeding three cents per ton mile. To the whole body of farmers the saving by this means, taking the estimated annual tonnage hauled over the roads as 200,000,000 tons, which is a conservative figure, the saving to the farmers of the country reaches the tremendous sum of no less than four hundred millions annually. The direct effect of mechanical haulage is, however, inadequately represented by this sum. Whilst the horses are being used to take the produce to market the work of the farm suffers. Again there is a limit to the horse's endurance, as it is only capable of a certain number of hours work in the twenty-four, whereas in the case of the automobile or light farm wagon, which can be used as a pleasure vehicle at the end of the day's work, the limit of endurance simply depends on its receiving proper care and attention. This naturally brings us to the point where the care exerts its influence on the social side of rural life. Human beings are naturally of a social turn of mind and demand a change of scene and companionship to keep them in harmony with their surroundings. Columns of matter have been written on the subject of "How to keep the boy on the farm," and right here is the best answer that can be made to the question. Give the boy something that will interest him in his daily work and provide him with a means of wholesome and pleasant recreation when the day's work is done, and the much vexed question is immediately settled. Not only does it provide for the boy, but it provides for the remainder of the family as well, as they can all join in social outings of a far more extended nature than was possible with the horses, tired after the long day's work in the field, and therefore of no use as a means of conveying them on little pleasure trips.

Automobile Is No Toy

There is a mistaken impression in many quarters that the automobile is the toy of the wealthy. This is, how-

ever, by no means the case, as for the past two years manufacturers have been devoting their attention to the production of a good reliable car at a moderate price that will do everything that is asked of it, granted that it gets care and attention, just as well as the more costly types, and at a figure far lower than can ever be secured by the use of horses. Many of these cars are made with the rear seat detachable, so that they can be converted in a few moments time into a handy light delivery rig capable of carrying from half to three-quarters of a ton dead weight. Special trucks of a distinctly classy style are also made for two-ton loads, which are convertible into demountable far handsomer design than the horse-drawn rig, and capable of carrying large parties on a pleasure run. It has been demonstrated over and over again that cars of this type can make a journey over all sorts and conditions of western trails at a cost for gasoline and oil amounting to less than eight dollars for 500 miles with four passengers in the car, or three-eighths of a cent per mile per passenger. When it is remembered that the transportation rate on the railroads is three cents per mile per head, or a total of twelve cents a mile against the car's total of one and a half cents, it will easily be seen that the car offers a much cheaper and pleasanter method of travelling, with a large reserve fund to cover depreciation and repairs.

Farmers Qualified Operators

No man is better qualified to operate a car than the farmer, as his long and intimate connection with all classes of mechanical instruments shows him the necessity of attention to a loose bolt or nut, which in the case of the average town or city owner of a car is allowed to go without attention until the car is brought to a standstill by its loss. Operation has been reduced to such a point of simplicity that it is possible for any member of the family to learn the art of driving the car in a very short time, in cases of emergency, to make a quick run with the car without the head of the family having to leave the scene of operations at what may be an inconvenient time.