

road, but, on the other hand, probably a pair having no particular merit, and used both for traveling and farm work and suited especially for neither.

The farmer who has time to give outside business affairs has established himself in a very lucrative occupation in owning an automobile and doing not only the marketing for himself, but for his neighbors. Some progressive young men are opening auto liveries in the small towns, and are doing a good land business in connection, using their machines to carry the customers into the rural districts to inspect their farm lands. Many of these villages are made up almost entirely of retired farmers and their families, many of them still owning their farms and using their automobiles to run back and forth in the superintending of the work. It is but a short trip to the farm and back again, bringing fresh supplies of all kinds, thus bringing the advantages of the country in close touch with life in town. Month by month the advantages of the automobile to the farmer seem to increase and many farmers are asking: "Can I afford an automobile?" The reply comes at once from those who speak from experience.

"Yes, if you will use good judgment in caring for your machine. It will prove itself to be not a luxury, but an investment which will give the best returns."

There are few, if any, who have more or better reasons for employing these machines than the farmer. Naturally he is a mechanic; force of circumstances makes him one. He knows machinery, and hence should be able to care for, and run his car at a smaller expense than the city man, and with greater efficiency. In contemplating the advisability of buying, the man of the farm should not be governed by statements of the cost of upkeep from the city man's experience, as the farmer may eliminate much of the cost of the garage and the chauffeur.

Only the car of high-grade in every detail should be bought for the country, about in much the same manner as if choosing a horse, that is, by fully considering the requirements to be met, for the utility of the various cars, like that of the different breeds of horses, is to a certain extent limited. Proportions of weight to size horse power, methods of ignition and drive, gearing and engine construction are all essentials to be considered, but no one should so far lose his mental balances to buy unless well able to do so. This does not necessarily imply that the cash should be in hand in every instance, but if it is believed that the purchase will

give fair returns on a combination of business and pleasure then buying would be a natural sequence.

In innumerable ways it may add to the economies and attractions of farm life. Instead of the slow, wearisome trip to town in the jolting, nerve-wrecking lumber wagon, with a jaded and overworked team, or even the spring wagon or carriage and a pair of fresh roadsters, the automobile

make for more neighborly, congenial committees, and contributes to culture and refinement that, without the mental contact and association with others, might not be attained. It helps to break the isolation and loneliness of rural life and particularly so in the case of the good housewife, in whose years of strenuous labors restful pleasures have been in many instances all too rare. If it helps

so far as it saves time, team and man to the farm, to that extent is the auto helping to solve another serious rural problem, that of labor.

Therefore, aside from big dividends the auto may pay in added contentment, its material uses are manifold. Its consideration in farm affairs brings to mind the wonderful changes in the environments of those of the rural districts now and those in former times, brought about largely by inventive genius. Farm implements of the greatest labor-and-time-saving qualities have been provided. It is a far cry from the old-time forked stick, dragged by drowsy oxen, followed by drivers no less listless, to the burnished gang plow propelled by a quartet of Percherons, and the steam plow that turns sixteen or more furrows at a time, from the flail to the twentieth-century grain separator, or from the reaping hook and cradle to the binders and headers of the present, implements all brought to their higher perfection in comparatively recent times. These and other modern devices have made possible industrial conquest, lifted burdens from the husbandmen, put more and better food within the reach of the masses, brought wealth and often luxury for those who till the soil, and immeasurable benefits to multitudes born and yet to be born. More recently the trolley cars, telephone lines, rural free mail delivery, and improved roads have ameliorated and benefited the farmer's industrial and social conditions; enlarged prosperity has provided modern conveniences in the home and it remains for the auto to remove the last objection to rural life. It is epochmaking in face affairs; it promotes broader views, helps the farmers' organizations, enables closer community of interests, and should bring nearer the day of co-operative marketing. As its possibilities come to be more fully understood, the use of the motor car in rural

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THE FARMER WHO WANTS TO SEE THE WORLD IS NOW INDEPENDENT OF RAILROAD TRANSPORT.

makes the journey quickly and comfortably, leaving the team available for us at home, which is extremely important, especially at certain seasons. When farm affairs are pressing, the necessary trips may be taken with the auto after the day's work is done, and as recreation, if there be no son or daughter to run the car at other times. It will carry milk to the creamery, take the women shopping, haul minor produce to market, bring home supplies, and on Sundays, while teams are resting, may whisk the family to church or to neighbors or distant friends. During harvest, when the shining hours are precious, in the emergency of a breakdown in the machinery the telephone and the city auto can quickly be made available to bring the necessary extras or repairs and work goes on with little loss from delay. The auto encourages visits that

brighten the lives of the farm women, or to lighten their burdens, it serves a most worthy purpose.

In thus contributing so materially to the convenience and contentment of the farmer's family, the motor car is removing one of the chief drawbacks urged against the farm—its monotonous drudgery. Important, too, is its tendency to keep the boys on the farm, where large opportunities are, for unless all signs fail agriculture is entering an era wherein farming will be made more attractive, more remunerative, more dignified and more respected. Also, by making available a larger working force in the farm the auto has a greater significance than at first blush might appear, for it not only makes possible better cultivation, but the farming of larger areas, and hence large production and further, in



THE MOTOR TRUCK IS NO RESPECTOR OF ROADS.