

The Auto—A Rural Necessity

In the old homestead days of the West the true luxury of travel was supposed to have been enjoyed by the men with the spring wagon, and in those days spring wagons were no more plentiful than are automobiles now. In the early days top-buggies for the farmer were an unknown quantity and would have been thought a greater luxury than is the motor car of today. It is a true saying that the luxury of today is the necessity of tomorrow and, while the motor car has not yet become a necessity, it is a familiar luxury and one in which more farmers can indulge than in the top-buggies of an earlier day.

Amongst the direct benefits which would follow in the train of the rural motor car, that is, benefits other than the saving that can be effected about the farm because of the work that "pays" that can be done with it, the most important would be the resulting change in the social character of country life. Man is a social being. His nature demands change of scene, companionship, new experiences and recreation. The time on farm life has hitherto been its isolation, hence its narrowness. The automobile can do much to relieve this curse.

With the automobile as a pleasure vehicle many runs can be made to town, to a neighbor's, etc., that could not otherwise be. Entertainments in the school house, in the church or some park that would be nearby for one that has an automobile, but so far away as to be out of the question for one who has to depend upon horses, can be attended without inconvenience. All can be enjoyed by the farmer and his family without spending a great deal of valuable time in the coming and going. The craving for companionship, for new experiences and recreation cannot be satisfied in the measure that it exerts itself in the bosom of the country youth of today without opportunities being afforded for them to meet in personal contact occasionally.

It is true that the telephone helps matters a great deal, but talking into a hard rubber funnel on the front of a wooden box mounted on the wall, without an opportunity to observe the expressions of surprise, pleasure and displeasure as they come and go in the face of the one spoken to, is hardly a half visit after all and a dry one at that.

The City-ward Movement

The ambition of the country youth of today is not so much a desire to get rich as it was when our modern captains of industry were youths. The younger people of this generation are realizing that life is not all for money. They want opportunities for pleasure, opportunities to enjoy life in company with friends and fellow youths. It is the want of this that drives many of the best boys and girls from the farm to the city now, and that will continue to do so in the future. With the automobile substituted for the "buggy horse," a means of transportation will always be ready for a trip in the evenings or on Sundays, even though all the horses have worked hard every day of the week.

Various conditions in this country have been responsible for driving men from the farm to the city and in many cases it is only the narrow social and domestic life of the country that is the cause. Thousands of young men would remain on the farm if the automobile was there and not only would they remain there but the youths of the cities would seek the farm.

When the farmer is seen out with a new automobile the first thought that flashes through the mind of the observer is, "can he afford it?" As to who can afford this luxury, opinions differ. The man who wishes an automobile should buy one if he has a farm all paid for, has no debts of any description that cannot be handled any day without sacrifice, has all the necessary farm buildings for comfort and even perhaps luxury, as this word is understood on the farm. No convenience should be lacking either in the house, barn or machinery shed. Finally, he should have enough money to pay down on the car or enough to complete payment where he is sure of getting hold of it. Last of all, he should be assured of enough income to keep the car running and in good repair over and above all expenses.

Now as to cost. To get a serviceable motor from \$2,500 to \$3,500 at least should be paid for the "farmer's car," according to prevailing prices. The farmer does not want a run-about with only one seat, for most farmers have families large enough to occupy at least two seats. Where there are enough persons in the family to occupy two seats the mistake of getting a one-seater should not be made. Even where there are but two in the family likely as not the entire seating capacity of the car will be filled every time it goes to town. It is not wise to purchase a car weighing over 2,500 pounds to run on country roads. The heavier cars require more power and this in turn means not only higher first cost but higher running cost. The car weighing from 1,700 to 2,500 pounds has weight and length enough to make it ride easily. The shorter, lighter cars will run with less gasoline but they do not ride so easily.

Cost of Up-Keep

The cost of running an automobile on the farm will vary with the different owners. The man whose machinery and repair bill is twice that of his neighbor's will have twice the expense with his car.



SIR WILFRID LAURIER AND SENATOR CASGRAIN
on Parliament Hill

that his neighbor has. The man who gets along well with machinery will get along well with a motor car.

As to repairs. This is something that cannot be figured accurately for one man may run 10,000 miles with no expense at all, while the next one may have to go to the garage inside of a week. Cars that are built nowadays are practically all reliable, and while little things will get out of order, the driver soon learns to repair them himself. On this account it is well to buy a car from some dealer in the neighboring town who understands cars. If the driver knows nothing about a car and has no one to show him, he will be apt to set out on the road more than once scratching his head and wondering why the blamed thing does not run.

At first the owner of a car uses a greater quantity of gasoline than is necessary, but he soon learns how to handle it. The best grade of oil and gasoline to be found should be bought; it proves the cheapest in the end. More trouble is often ex-

perienced in running a car during the first six weeks than in the following five years, but the owner learns how to run it successfully by his first mistakes. The things that usually stop the car are the small ones, but enough to keep the car from moving. The book that comes with the car should be carefully studied so that a good idea can be formed of how all the parts work. If the car does not start, look first to the sparking apparatus; the magnets will be all right, but ninety-nine times out of one hundred the fault will be in the batteries. If the batteries will not start the car can be started on the magnets by taking the crank and spinning the motor. When the car is cranked the spark lever should never be advanced, if it is the driver is likely to get a broken arm.

The valves in the engine should be ground out every 3,000 miles. The first time this is done the garage man should be on the job and the owner should be on hand to see how it is done. A valve lifting tool and valve grinder should be obtained and the owner can then do the work himself, after he has seen how the work is done. The car should not be fiddled with when it is not necessary.

none at the automobile owner on the score of useless luxuries.

Automobiles are more widely used on farms in the United States than they are in Canada at present. In the state of Nebraska, practically every farmer has his car. G. R. Clary, a farmer of Nebraska, has the following to say about the automobile on the farm:

"In July, 1909, I bought a two-cylinder car and after using it fifteen months I traded it in toward a new four-cylinder car, which is larger and gives us more room for our family of seven. To say that we all enjoy it expresses it very mildly.

"The up-keep of the two cylinder car for the fifteen months was about fourteen cents per day. This includes all gasoline and oil and all repairs, consisting of four tire punctures, three blow-outs, one new inner tube, one extra casing and one set of roller bearings for the rear axle. All this was on a mileage of 2,876 miles, which I think is a very cheap up-keep. I have had no expense for the new car except for oil and gasoline as yet, and we have used it all winter.

"We use our car to deliver eggs, cream and small fruit, such as strawberries, cherries and grapes, to market. We breed thoroughbred White Wyandotte chickens and deliver stock and eggs to the express office without much loss of time, which is a great saving, coming as it does in the busy season on the farm.

"In case of accident, our car is ready to help. One year ago last fall my sixteen-year-old boy had the misfortune to shoot himself through the hand. In twenty-two minutes from the time the accident happened he was in the doctor's office six miles away. I took him to the doctor's office every day for twelve days to have the wound dressed, thereby saving time and expense.

"At another time I was having alfalfa seed threshed when the shaft on the long shaker in the huller broke. We took the broken shaft in the auto and drove to the blacksmith shop, got it fixed and were back at work in one hour and thirty minutes, while, without the auto, it would have taken three times that long to have driven a team to town and back and get the repairing done.

"My horses can run in the pasture on Sunday or during the week while we use the car for pleasure or business trips. During the local chautauqua our car made it possible for us all to take a vacation, for with it we could look after our chores morning and night and spend every day at our "tent home" on the campus.

"One who has never taken a long trip across country in a car to visit relatives or friends can realize the real pleasure that such a trip affords. We have taken several trips from thirty to fifty miles when without the car it would have been impossible for all of the family to leave home on account of poor railroad connections.

"On hot, sultry summer evenings, when we are tired and our horses have been at work in the corn or hay field, we all clean up after our work is done and step into the car and drive to Edicott, a little town three and one-half miles distant, where we can have ice cream. Then we go home to bed, rested and refreshed, instead of being too tired and hot to sleep.

"As a result of my own experience, I can say I think every farmer should have an auto if it is possible for him to own one without cramping himself financially. His wife will not dread the long, dreary miles to town half as much as she used to and when you drive your car into town you do not have to hunt a place to tie up—just run to one side of the street and let it stand while you go off about your business, and when you are ready to go home you will not find the harness or a neckyoke broken, but you can crank up and step in and be at home again in a few minutes. The first thing to be done after buying an auto is to get acquainted with it, understand it thoroughly and it will stand lots of hard use if you treat it right."

No woman is so narrow-minded as to leave no room for suspicion.

Fortune smiles on some men; it can't help it when it finds itself in such ludicrous surroundings.

and things should not be taken to pieces just to see how they are made. If the car is studied and well taken care of, two-thirds of the expense will be saved. Garage work is costly and two-thirds of it can be done just as well by the farmer who has ability enough with machinery to adjust a self-binder.

The automobile is not so much of a money maker as some claim. It will not make money for the farmer as does the plow, cultivator, grain binder and other farm tools. It is a luxury, in about the same class with the piano. And hardly that, either, for it does save horses wonderfully. To a man who values time, motors are also a saving, for a trip to town can be made in practically no time, as compared with horses, and all the farm produce can be taken too. The machine can carry eggs, butter and garden produce. In this way the car saves money where the piano does not, and, in addition, it gives more pleasure to the majority of people than any piano ever could. The piano owner has no cause to turn up his