

"Is Heaven a Place Where You Eat?"

THIS conversation with a little Belgian child is reported in a copy of Le Bulletin, a local French paper published in Amsterdam and circulated largely among Belgian refugees in that part.

A lady who had recently escaped from Belgium, and had brought an orphan with her, whom she had succored near the Dutch border, found that the child, who was about twelve years of age, had been entirely uneducated, in addition to being in a semi-starved condition. After it had been given a good meal, it was passed over to the care of the sisters in a local nursery, who later, when she inquired as to the welfare of her protégé, told her that the child had been started on the rudiments of religious instruction.

Among other things that were taught the child was the fact that there was a place called Heaven, where good children and people went after death. It was the Abode of the Blessed, and everyone there was perfectly happy.

"Is Heaven, then, a place where you eat?" the child had once asked.

Few things could better illustrate the dire straits to which the 1,200,000 children have been reduced than this naive question. Food represented to the child the highest possible happiness, because for the last four years of its life it had been on the starvation point.

If you would alleviate this immense suffering, send your mite, no matter how small it is, to the Belgian Relief Commission, 59 St. Peter Street, Montreal, Quebec. \$10 will keep and support a child for a full month. Let the thought that you have aided in this good work comfort you when you read of sufferings that it is impossible to alleviate.

Tractor Questions

As asked by the Department of Agriculture of the United States and answered by Manufacturers of Farm Tractors.

Auto Attachments

Question 8.

Are the auto attachments of any practical value to the average farmer?

Our opinion is that no farmer is justified in buying an auto attachment except that it be sold to him without payment or settlement by note, guaranteed to give satisfaction, and enough time allowed for him to give it a trial that will prove conclusively that it will ruin his automobile and not do him any good. Ask Henry Ford this question, or any other automobile manufacturer—Avery Co.

No; only makeshifts, and their use will ruin any motor car.—Advance Sarnely Thresher Co.

Possibly so, but their use must be limited to small areas on account of the excessive wear on the automobile.—B. F. Avery & Sons.

It apparently has been definitely demonstrated by actual field operation that auto attachments are of no practical value to the average farmer, or for that matter, to anyone else. It has been possible by the use of auto attachments to accomplish some work, but with very disastrous results to the auto to which the attachments were applied, and it is the general impression, founded upon practical operative results, that there is but little virtue, if any, in attempting to make a draft machine out of one designed for speedy road travel.—Emerson Brantingham Co.

No. The auto attachment at the best is a makeshift and a makeshift is never satisfactory.—The Four Drive Tractor Co.

No. An automobile is not built sufficiently strong for such work, and it is likely through the premature failure of some part or parts to be an expensive proposition.—Frick Company.

In our opinion, form-a-tractor attachments will not add materially to the benefit derived from the use of a tractor. These attachments are generally installed on cars that have already served their purpose in the pleasure or field, and it is not consistent to expect such a machine to stand up under heavy duty work.—General Motors Truck Co.

VIEWED from a purely practical standpoint, tractors made by using an auto attachment, at best, could be only 50 per cent of a tractor, because, according to government figures, the average farm tractor is

used 50 per cent of the time for doing belt work. Auto attachments are not usually equipped for belt work. Perhaps the strongest reason why auto attachments are not of practical value is that the automobile is not designed for a draft machine. Not only is the engine not designed to develop its maximum horse power continuously, which it would have to do when used as a tractor, but the other parts of the car, such as the transmission, differential, frame braces, etc., are not designed for hard farm work. The average automobile engine does not usually exceed 25 to 40 per cent of its rated horse power, except in unusual cases. The cooling facilities of the average auto are not sufficient to take care of the radiation when the engine is run at maximum horse power continuously. This is evidenced by the fact that a very large number of the attachments for autos supply radiators of larger capacity.

The difficulty and impracticability of changing from an auto to a tractor is an item of great importance in the use of auto attachments. The value of an auto on the farm is that it enables the farmer to communicate quickly with his neighbors, to save time in going to town and in transacting the business of his farm in a general way. Automobiles are designed to do one class of work, while tractors are designed to do altogether different work.—International Harvester Co.

WE doubt very much the practical value to the average farmer of tractor attachments for automobiles. It is possible that for emergency work, for light hauling about the farm, or some similar purpose, a farmer might be justified in buying an attachment. However, under ordinary circumstances it merely means the scrapping of the automobile in double quick time.—La Crosse Tractor Co.

So far we have not seen where the auto attachments have been of any practical value to the farmers. In several cases we know of they have caused the farmer to distrust the real tractor.—Lyon Atlas Co.

Auto attachments are valuable to any farmer who buys one in any way only. They will undoubtedly teach him that a tractor is indispensable, but he will not take the time to change from an automobile to tractor more than a few times at the most, and the automobile construction is not adaptable to tractor work.—Piano Tractor Co.

Date of Postponed Dairy Conference

THE Dairy Conference, which was to have been held in Ottawa November 4th to 7th, but which was postponed on account of the influenza epidemic, will now be held November 25th to 28th.

SENT TO SIBERIA

The Government Conscripts Cowan's Cocoa—Cheerful News for Our Men

Toronto, Oct.—A plentiful supply of Cowan's delicious and nourishing Cocoa is assured the Canadian troops that are going to Siberia. Tons of this splendid food were recently purchased by the Canadian Government, and are now en route to a certain port on the Pacific Coast.

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