

Profits in Road Building



ROAD MAKING TIME IS NEAR

Wide-awake, progressive road officials in many countries throughout the various states soon will busy themselves with the construction of fine, durable highways.

To the fortunate owner of a

HART-PARR OIL TRACTOR

this means a period of sure, steady work—a chance for big earnings at a time when actual field work on the farm is a little slack.

Horses or steam tractors cannot be used with any degree of success for this kind of work. Their efficiency is very limited. So, naturally, the community looks to the Hart-Parr owner for power to haul road building materials and operate road making machinery. Thus he has the satisfaction that comes from rendering valuable service and incidentally adds a nice, snug sum to his bank account.

HOW ARE YOU FIXED?

Are YOU prepared to pocket YOUR share of the quick, easy profits to be made from road construction work in your locality? Don't overlook this chance of adding to your earnings.

REMEMBER THAT

Hart-Parr Oil Tractors

are now in great demand in every section where good roads are recognized as profitable investments. Each year sees a steadily increasing number of Hart-Parr tractors engaged in the building of good roads. It costs less to construct durable roads the Hart-Parr way than by any other method.

Our 40 brake horse power outfit furnishes ideal, cheap power for this purpose. Takes the place of 10 to 16 strong horses—handles easier—covers more ground. One man runs it without any trouble; in fact, it's a ONE MAN OUTFIT. Uses cheapest kerosene for fuel—oil cooled. No stops for water and coal. Spring mounted front and rear. All steel construction. Never tires. Never halts for a rest.



Hauls blade graders, elevating graders, drags, levelers and rollers, with the same sure, steady pull, even on turns. The finest kind of an outfit for pulling stumps and plowing when opening up entirely new roadways.

Read the testimonial! Learn how easy it is to work with a Hart-Parr tractor! Then act! Write to-day for interesting literature, and convincing figures on profitable road building work.

EXPERIENCED ROAD-BUILDER RECOMMENDS TRACTOR

Gentlemen:

I use a Hart-Parr for building roads in this district. I use kerosene which costs two-thirds as much as gasoline engines and half as much as steam engines. For a day's work of ten hours it costs me \$6.50 for fuel and lubricating oil. Kerosene costs me 8c per gallon, gasoline 15c, lubricating oil 30c. I hauled two graders with 7 foot blades and often hitched road plows in front of the grader.

The tractor will work on side drains where the angle is a rise of one foot to every three. I have no trouble with tractor getting stalled in either clay, sand, or loam if it's reasonably dry. We make a half a mile of bang-up dirt road in ten hours with two blade graders. On up grades the engine will haul one blade grader if the incline is not over 10 per cent.

I figure the engine costs me about \$6.00 for fuel and maintenance—whereas thirteen horses would cost me \$10.00. I have cut through hills and operated an elevating grader with much success. I will be glad to answer any questions regarding the Hart-Parr Oil Tractor, as I consider it an excellent engine for road-building.

SIVERT LIABO, Irene, N.D.

HART-PARR CO. 30 Main St., PORTAGE LA PRAIRIE, MAN.

Regina and Saskatoon, Sask.

THE CHAPIN CO., Calgary, Agents for Alberta

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