

churn in the dairy and makes itself useful in many other ways during the busy life on the farm. The practical farmer was quick to discern that during the long harvest time or the rush of spring plowing, when every horse was needed for the work of two, that the automobile could be rolled into the gap and fulfil every requirement for which the horses otherwise would have to be taken from the field, and in much less time and with a saving of energy and force to all concerned. The poultry is marketed without delay, the creamery is visited with a speed that tells the story of successful placing of products, and on the same trip he does his banking, his trading and his gossiping, in half the time usually spent for the same ends. He combines pleasure and business in a hundred ways. In many localities it is not at all unusual to meet the farmer with his load of poultry or milk cans on the way to market, and the fact is impressing itself not only upon the manufacturer, but upon the world at large that the automobile rightfully belongs to the farmers of this country.

Perhaps the country people have come to appreciate the advantages of the automobile in ways of which the townsmen have no conception. In many instances when sudden accident or sickness requires a physician, a life has been saved because the farmer or the doctor have owned an automobile. The matter of education for the children has come for its share in the story of the auto on the farm. The town school is reached without effort where it used to mean that the young people must go in town to board from Monday until Friday night. It has meant, too, the bringing into the home life the spirit of content. The boys are liberated from the dullness and the monotony of farm life, in being able to enjoy the social privileges they wish and demand. The automobile will be the means of keeping many young men on the farm when they would otherwise slip away from the home life and be lost in the maze of uncertain fortune in the city's overcrowded commerciality. "Money well invested," one farmer said with a broad smile on his genial furrowed face as his boy cranked up and was off for a good time at the close of a busy day. A spin of twenty miles is nothing, and when a day at a picnic is planned it does not signify that the entire family must be up by starlight in order to get an early start in the morning, or the toiling into the late hours in the evening in order to get the chores done after the day's outing. That farmers are appreciating every phase of the helpfulness of the machine was fully

demonstrated at a farmers' picnic last summer, where out of twenty-five vehicles sixteen were automobiles.

The automobile has brought rapid and pronounced advancement along co-operative lines among farmers. In the first place it has been conducive to better roads. Where the automobile travels, the spirit of improvement

of haulage is 10½c. for one hundred pounds. Thus it has actually become true that to carry wheat ten miles by wagon costs more than 2,300 miles by steamship. These are startling facts, and the solution will be the automobile truck. Many manufacturers have made a study of the truck situation, and his need and the truck for the farmer is an as-



THE HORSE THAT NEVER TIRES.

follows in its trail. There was a time when the farmer felt that the good roads question was up to the municipal authorities or somebody quite as competent, but with the coming of the automobile into the rural districts as a fixture among the citizens, has also come the inspiration born of necessity, and the farmers are looking after the roads over which they and their machines must travel. He not only keeps his own property in good condition, but by an exchange of service he helps his neighbor along the good roads line.

The co-operative idea has fixed itself in the minds of the farmers, and the manufacturers, and the automobile is the central figure of attention in this field. In this connection the automobile truck comes in for recognition. It is said that it is cheaper to carry wheat from one country to another than from the farmer's barn to the nearest town. The average distance that a Western Canadian farmer has to haul his grain is estimated at over four hundred miles and the average cost

of haulage is 10½c. for one hundred pounds. Trucks with five-ton grain capacity are now being used. As the thresher meets the requirements of the neighborhood so will the automobile truck haul the grain of a community, while the more moneyed farmers will own trucks of their own to carry on the work of the large farm.

With all of these facts making themselves felt by every one, the question is asked every day, "Will the automobile supersede the horse?" In the cities, largely, but on the farm it will but supplement the horse and fill the place of the extra horses which have to be kept throughout the year in order to have their help in the busy season. This is one of the greatest expenses to the farmer, and the automobile is proving its worth in this special particular. However, the lover of horses looks at the question from still a different standpoint, like the old dandy down in Georgia when first seeing an automobile, exclaimed: "Praise de Lord, the white man dun freed the nigger, and now he's dun freed de mule."

It might not be too venture-

some to suggest, however, that no machine of steel and steam, of cog or cam, no vapor-fed motor, no craft propelled by batteries and boilers, can more than in a measure displace the horse in his many uses, in business, sport and pleasure. Until human nature becomes something else, the beauty, strength and utility embodied in a well-bred, well-trained horse, whether intended for the carriage, the saddle, the truck or the plow, will be admired by human kind, and profit found in his rearing, improvement and varied use. It is impossible that this appreciation for the horse shall seriously abate, though his production is, as a business, like all others, subject to vicissitudes of supply and demand, fashion and fancy, method and manner, time and place. Incidentally his propagation was never more profitable nor his prices higher than now. There are no indications that the gasoline wagon is lessening any important demand for horses of the heavier breeds; for these, while they are more numerous than ever before, the call was never more insistent than it is now. For, even if it might have been feared, no signs point to any permanent lack of interest in the harness horse, for the elite of the fashionable centres have already exhibited renewed interest in smart drivers, to differentiate themselves from the masses so largely using the motor car and thereby making it common, if for no other reason.

There is, it must be confessed, an air of pomp, circumstance and style, suggestive of aristocracy, if you please, about the possession and direction of a high-stepping, free acting, dashing team of high-bred roadsters, with proper appointments, not matched by the automobile.

Not only has the auto-car not depressed the draft horse business, but instead it will increase the working capital of the farm and its efficiency by tending to eliminate the many purpose horse. Few farmers, comparatively, kept a team adapted exclusively for the



THE MOTOR MAY SOME DAY SOLVE THE PROBLEM IN HARVEST TIME.