

expense in buying the big outfit, often as much as \$1,000 for increased power to draw an extra plow. It would require a long period of work to make the outlay pay. As far as fuel is concerned the increase in operating cost would be very small. From data at hand it has been found that there is practically no difference in fuel cost per acre whether it be a two or a ten-plow rig.

Out of 99 reports received the United States Department of Agriculture found the following percentages of sizes used on farms:

Two-plow tractor	70%
Three-plow tractor	73%
Four-plow tractor	86%
Five-plow tractor	76%
Six-plow tractor	82%
Eight-plow tractor	82%
Ten-plow tractor	60%

As this statement was prepared in 1915, there would likely be a vast change regarding popular sizes to-day. This table shows the four-plow engine one of 12-25 horse-power, or 15-30 horse-power to be the popular size. At that time fuel was about half what it is now, and a four-plow tractor could be purchased at the present price of a three-plow. This would mean that first cost being so much less than to-day would be an incentive to use more power and thus cover more ground, even though the engine were lying idle many days extra.

Each year of war has meant more costly machinery to the farmer. In three years tractors have increased over one-third in price, and plows in many cases double. Owing to so much raw material being converted into war material manufacturers have a hard time getting enough to keep up their output. With the ending of the war it looks feasible to expect high prices for a few years until things once more become normal throughout the industrial world. From the standpoint of the farmer in these strenuous times it is necessary, even though he must pay this high price, to buy machinery to take the place of laborers, and never in tractor history have sales been so numerous as in the season past.

The farmers must produce more to-day than ever before for two reasons: (1) From the patriotic standpoint, and no one can doubt for one moment that the farmer is not doing so. The figures for Saskatchewan, Manitoba, and Alberta, show that the area under wheat has been tremendously increased, Saskatchewan having one million more acres of wheat in than ever before. Figures from the other two provinces are not at hand, but that the acreage is greatly increased is a fact. (2) From necessity. There are many who

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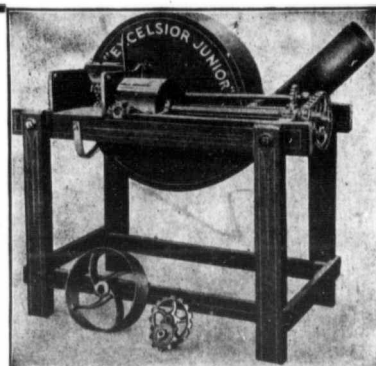
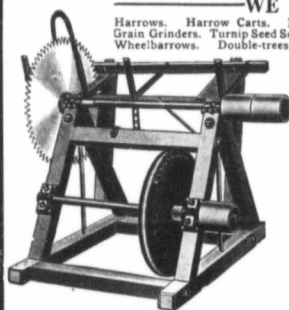
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argue that never in the history of this country has the farmer been so prosperous. Look at it any way you like, and you see that for every cent grain and stock prices have advanced the commodities he has to buy have also risen, and to-day a bushel of wheat costing the farmer nearly double to produce does not go any farther when he goes to buy than before the war. How can it be said then that the producer

is reaping a golden harvest at the present time?

With increased cost of production the producer is faced with the problem of lessening the cost of producing a bushel of grain in order that some profit be his. Therefore we see the farmer turning toward the motor, some engines being operated night and day during the rush season. Others again use horses for so many hours, and then when the

day's work is over mount the tractor and turn over a few more acres.

All this goes to show that the tractor is here to stay, and is now just as much a part of modern farm equipment as is the binder, drill or plow. Let us hope that when things resume their normal condition prices on machinery will soon be less, enabling men to purchase machinery to help out the farm work.

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