

Many inventions have been perfected in the past that have directly aided in taking the drudgery out of farm life. Free mail delivery and the telephone have done a good deal in bringing the rural districts in closer touch with the world in general, but the automobile in connection with these conveniences will banish loneliness and isolation. Agricultural life will become more attractive because of the advent of the car which makes it possible for the farmer and his family to mingle with humanity outside their own small community. Even if the car is used only for pleasure it is possible that it may pay big dividends, maybe not in cold cash but in the renewed health and vigor of the owner and his family. Some may say that the tiller of the soil secures plenty of fresh air when at his regular work, and it is to his bed he should go rather than joy-riding when the day's toil is over. True, he may be tired, but a few miles "spin" in a car will rest both mind and body and the privilege of seeing what is being done on farms ten miles distant gives new ideas to think about and put into practice on his own farm. After a chat with a neighbor or friend, and seeing how they are up with their work, both the farmer and his wife return to their home with renewed energy and with either a feeling of satisfaction with their own place, or a determination to improve home surroundings. No matter what business a man is engaged in, it is necessary for him to mingle with men whose work and interests are similar, in order that he may make the greatest possible success. The man who lives entirely to himself and seldom goes beyond the line-fence surrounding his property, becomes very narrow-minded. A car takes its owner and his family to view distant scenes and materially enlarges the horizon of their life.

On every farm there is a certain amount of "running around" to be done and a driver must be kept specially for this during the summer, as the regular work horses may be used for driving in the winter. A car saves the price of one horse and permits of making necessary trips much more quickly. Hardly a week passes but someone must go to market for supplies, or to deliver produce. Frequently cream or milk is shipped from the depot or delivered at a creamery. A car may often be used for this and those who use one have been heard to remark that where from two to three hours a day were required for this work it can now be done in less than an hour. If a man's time is worth 20 cents an hour the saving in a single season can be estimated. Stockmen are obliged to travel long distances purchasing stockers to fill their stables, or buying pure-bred animals. A car covers the distance quickly and easily. Fruitmen and vegetable growers have a perishable product to market and quick delivery is necessary. The custom has been for these men to locate close to a market in order to facilitate and lessen the expense of reaching the consumer. Land naturally rises in value in such districts and the interest on investment is increased. There is land many miles from market, suitable for growing fruit and vegetables, and by the use of a car these may be placed on the market in as fresh condition as the produce grown on the higher-priced land close to a big market. A trailer may be attached to the car for hauling loads, and in this way any kind of freight may be carried without scratching or injuring the car in anyway. On large farms motor trucks are coming into use, as experiments have proven that for long hauls they are cheaper than horse power. However, the motor truck will never come into general use on the farm itself. Cars have been used to drive the separator, churn, pulper, cutting box, circular saw, etc., but they were never intended for this work.

Once an automobile has been in use for a few months on a farm, the general verdict is, "We don't know how we ever got along without it." It is a means of rapid transit which results in it being a time saver, and time is money. This is especially true if a part of an implement or machine breaks in the midst of the busy season. Work ceases, but the laborer's pay goes on while the repairs are being secured. With a car the distance between town and needed repairs is quickly covered. It is difficult to estimate the cash value of rapid transit in a case like this. There are numerous ways in which a car may be used on a farm, and it has been noticed that where cars are owned in the country, greater interest and enthusiasm is shown in fixing up the roads, which not only benefits car owners but the whole travelling public, and indirectly increases the assets of the country.

Securing sufficient labor and keeping the boys and girls on the farm are frequently quoted as the farmer's most difficult problems. Perhaps the auto may help solve them. If it does not make farm life more attractive to the "hired man", it certainly is a help to the employer in case of emergency or rush of work. Day laborers can usually be secured in the nearby town, provided they can get home at nights. By means of quick transportation this class of help is made available. In case of the boy and girl of the farm, some of them are required in the city and on the highways of commerce, but many who are in the city would make better citizens and more useful men and women were they back on the soil. Some authorities claim that the motor car will be a means of retaining the country-bred boys and girls on the farms. Its use, at least, makes life in the country more interesting and is a strong tie that binds many to the farm that would otherwise leave. Industrially, economically, and socially the life of the country is being revolutionized by the motor car. It is the farmer's servant.

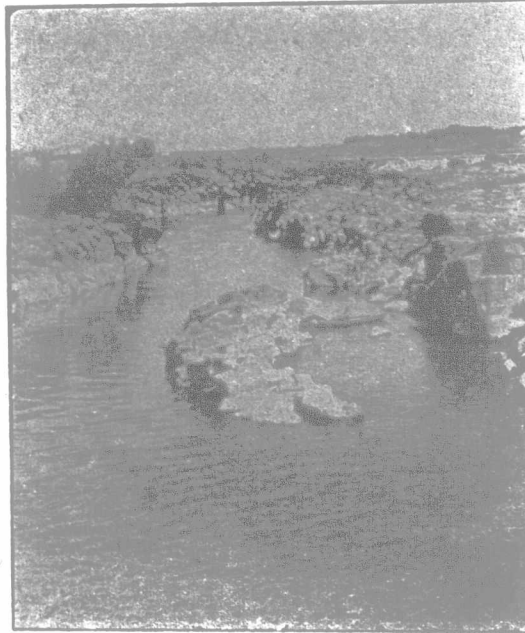
It requires considerable cash to purchase an automobile, and gasoline, oils, and repairs come rather expensive, but if properly looked after and carefully handled, cars are serviceable for several years. The motor car permits of getting in touch with people and places that would be unthought of without its

use; it gives every member of the family a broader vision and a new interest in life. True its use can be badly abused, but if a car is purchased, plan to be its master; do not let it master you.

A Week in Idaho.

A Canadian Farmer on a Tour.

It was to visit relatives that the side trip to Idaho was undertaken. Such an unlikely idea as that there was anything else worth seeing in that half wild, far-off section of the United States had not entered the mind. One should have known better. Should have remembered that He, "in whose hand are the deep places of the earth; the strength of hills being His also," made the most remote corners not only worth looking at, but

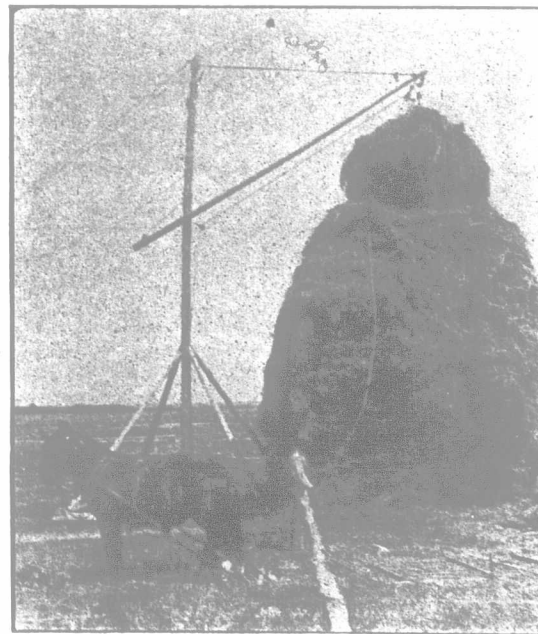


Snake River, Idaho.

Showing cut into lava rock. Idaho Falls in the background.

to throb and pulse with interest and wonder to all who have eyes to see.

Among the States of the Union Idaho seems to have been one of the left-overs. Settlement proceeded westward mostly, but it also moved from the Pacific eastward. In the northern tier of States, after Minnesota and Dakota had been peopled from the east, there still remained the semi-arid territory of Montana stretching west to the Rocky Mountains. On the Pacific slope, after the California gold fever had subsided and attention returned to the more enduring rewards of agriculture, it became known that a rich country lay to the north, and soon the States of Oregon and Washington filled up with emigrants. The eastern boundary of these



An Idaho Stacker at Work.

States running from California to British Columbia is a straight north and south line. The area between this line and the Rocky Mountains (which are the western boundaries of Montana) constitutes the State of Idaho. As the course of the Rocky Mountain chain is here strongly northwest the State, which is of fair width at the southern end, narrows almost to a point at the Canadian border.

The part of the State visited is in the Snake River Valley, within sight of the Rockies to the east, and 220 miles due north of Salt Lake City. The valley is probably forty miles in width almost level, being only slightly depressed in the middle, and of an average altitude of 5,000 feet. The climate, as to temperature is much the same as that of Ontario but the rainfall is very deficient, and, in summer, nil. The underlying rock,

which is exposed at the river and is nowhere very far down is lava, black and porous at the surface, but solid a few feet down. But where did it come from? Looking westward over the wide plain one sees, 30 or 40 miles off, a solitary mountain with a double peak breaking the horizon line. Local tradition says that this is a volcano, and that it smoked recently. But geologists tell us that not from the west but from the northwest the lava flowed. From two volcanoes in Yellowstone Park 100 miles away, the flood of white hot melted rock, which now forms the foundation bed of this wide valley, was poured forth. The soil is of a grayish color, easily worked, and absolutely without a subsoil as we understand that term, being of just the same color and texture three feet down as at the surface. Originally, the only vegetation was a large species of sage brush which grew to a height of four or five feet. At the present time in the district visited, no sage brush is to be seen except in the waste places, the land being fully occupied and cultivated.

On the higher portions which cannot be reached by present irrigation plants, grain crops, mostly wheat, are grown. Yields are light of course but so are expenses and the quality of the grain is excellent. Farms are large, one visited being of 10,000 acres and the grain is harvested by great machines which head and thresh at the one operation as in California. The system of farming followed is extremely simple. If not grain continuously, then it is grain and summer fallow time about.

But for miles on either side of the river irrigation is practised, the water being diverted from the stream into canals, at a point of a much higher level and miles away. From these canals smaller streams are led off in various directions and these again diverge into ditches which run along roadsides, flow across the head of fields and wherever wanted. Irrigation there is a common every-day affair though to us it suggests mystery. Like the Scotchman in France to whom the greatest wonder was that even the children talked French, it was a surprise to hear two little girls speaking in a matter-of-fact way about a sluggish trickle of water at the roadside as "Mr. Blank's sugar beet ditch." One meets there a man on horseback with a shovel over his shoulder riding along the roads and going in and out of the farms. He is a ditch-rider, a very important official indeed. He is in charge of a section of irrigated territory, goes his round every day to see that all is right and to him application for water for any field and date has to be made.

Dams are built across ditches of all sizes at the proper places so that the water may be held up to the level suitable for the fields adjoining. Thus in going about among the farms the splash and gurgle of waterfalls is heard on every hand. This makes the country originally desert, seem more abundantly watered than ours where the necessary moisture is distilled from the clouds of heaven. In many respects the section of Idaho visited resembles Ontario. As for instance in the kinds of farm crops, wheat, oats, alfalfa and potatoes, in the important place that dairying and the swine industry hold, in orchard culture, the attention given to shade trees and even in the foothold that sweet clover has secured on the roadsides, particularly on the banks of the smaller irrigation ditches.

In view of the prominence given of late to the necessary taking of men's place and work by women it may be pertinent to report some facts regarding three women farmers of Idaho, learned at first hand. These three are sisters and though brought up on a farm, were a few years ago in professional and business occupations in a large western city. Unmarried, they lived together and doubtless had a good time. Whether from failing health or from some other inscrutable woman's reason they, having duly prospected several neighborhoods, bought a farm in Idaho and promptly went to live on it and work it. Instead of the pen they took up the pitchfork, and in place of the office stool they occupied at stated times a more lowly specimen with three legs whose place, when in use, is close to the ever-to-be-admired dairy cow. Their venture has been a success. One point in favor of such a life for them is that public opinion there did not view it with critical eyes. To see a woman on a load of hay or doing other outdoor work to help her husband is thought nothing of. It is there as it used to be here sixty or eighty years ago. These young women have had a busy time, no doubt, but from both the financial standpoint and that of health they have succeeded. They milk eighteen cows before breakfast and, as they said, have no such lack of appetite as used to make that meal a mere pretence. And with this improvement in financial and physical lines the mental powers seem to be in fullest exercise instead of being dulled. They have had their full share of the difficulties incident to new undertakings. A recital of their experiences in one line may best illustrate the spirit with which troubles have been faced. Alfalfa has been mentioned as one of the principal crops of the irrigated section. It is indeed practically the one hay and pasture plant of the region. While no risk is involved in its use as hay, it is different when pastured. If the pasture is at all rank, cattle are very liable to bloat dangerously. These women farmers, when such cases occurred, tried giving soda, turpentine, tying a stick in the cattle's mouths, and everything, to use their own words, yet they lost several cases. As a last resort they procured a trocar with full instructions. The need for its use came only too soon. The one of the trio who had the best head for mechanics, and possibly the steadiest nerves prepared to plunge the trocar into the distressed animal, the others undoubtedly being very sympathetic "rooters". But it wouldn't plunge. The skin seemed unnaturally tough; then she thought of the hammer. But the harder she

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