

TRACTORS HELP RUSSIAN FARMS

Conditions in United States of Soviet Russia Viewed by Engineer.

TRACTORS HELP. Auto section. By L. P. Fletcher (American Engineer).

Character of the country, topography and farming customs of the U. S. S. R. make tractor farming very easy to introduce into most of the agricultural areas of Russia. Peasants are practically unknown in this country. The peasants instead of living on their small farms, live in villages. While land is farmed in narrow strips in parts of the country, there is nothing to prevent the working of hundreds of small

farms into large farms. The land is generally level and free from trees and water courses. After one or two years of plowing with large tractors, accompanied by cultivating operations, all traces of the shallow division trenches between the former small farms disappear entirely.

Much of the small grain growing region, particularly that devoted to the use of the grain trust, is an area where every precaution must be taken to conserve moisture. This calls for timely operations; that is, plowing within a relatively few weeks, planting the entire area within a week or ten days, together with very rapid cultivation of land devoted to summer fallow.

Workers Dependable. The Russian workers, both young men and women, are quite dependable. While they are more or less completely ignorant of the repair of complicated farm machinery, they make quite good operators.

There is no wheat growing area in the world that is any better adapted for the use of combined harvesters than the steppes of U. S. S. R. The straw is not rank, the fields are level, and in most parts of the country the harvesting season is relatively free from rain.

The peasant system of farming is chiefly characterized by the complete saving of all straw and grain. The small fields are all tilled by hand after being harvested by simple types of reapers. Straw is used for thatching roofs, for fuel, and to a limited extent for feed, and when threshing grain, either with steam operated threshing machines or by the crude hand methods, the chaff is always kept separate from the straw and used for feed. Therefore, the recovery of straw and chaff is a problem to be met with the introduction of combines.

The Russian Grain Trust. The Grain Trust is organized much like an American corporation; there is a board of directors responsible to the chief governing committee of the nation. The main office of the trust is in Moscow.

Farms of various sizes are located in all grain growing regions, but largely in the Ukraine, Caucasus, and Volga districts. These farms vary in size from around 20,000 acres to as large as 400,000 acres. Land is being added each year. It is planned that by 1933 over 10,000,000 acres will be farmed by the Grain Trust.

Kolch farm has a manager and a group of technical assistants and foremen. The work is carried on largely as a series of campaigns; that is, starting in the spring, a plowing campaign, followed by planting and harvesting campaigns. Where summer fallow is practiced there is also carried on a more or less continuous cultivating campaign of the summer fallow.

The workers are composed of young peasant men and women who live in portable camps—each camp located on a unit of 5,000 to 10,000 acres.

Tractors are used exclusively by the Grain Trust. The only animals used are a few saddle horses.

The U. S. S. R. is a large producer of petroleum products such as fuel, lubricants and greases.

The transportation of grain from combines to elevators is a rather serious problem, particularly where the hauls are very long. However, the experimental use of thirty to forty combines in the summer of 1929 so convinced the officers and technicians of the grain trust that

they plan to use over one thousand combines in the harvest of 1930. These combines will largely be distributed in units of ten to twenty over practically the entire grain growing area.

There are many methods now being employed in U. S. S. R. for reorganizing the former crude peasant system of producing grain. In this system each peasant family would handle from one to several small strips of land, using very crude machinery, and in some cases doing all the work by hand. For a number of years Russian peasants have cooperated in purchases and in certain farm operations. For example, in many districts steam threshing outfits were collectively purchased and used for handling the threshing for quite a large number of peasants. The government is now attempting to further consolidate these groups so as to completely merge their land into larger holdings and in some cases doing all the work by hand. For a number of years Russian peasants have cooperated in purchases and in certain farm operations. For example, in many districts steam threshing outfits were collectively purchased and used for handling the threshing for quite a large number of peasants. The government is now attempting to further consolidate these groups so as to completely merge their land into larger holdings and in some cases doing all the work by hand.

Serious Problem. Transportation of commodities in all parts of the U. S. S. R. is a very serious problem. There are virtually no roads, with the few exceptions where stone paved roads have been built between some of the important cities. The roads connecting villages and providing means of communication with the small farms are really nothing but rutted wagon trails, there being no attempt to grade the roads and in some cases no bridges are provided over the streams. During rains these trails become so rutted that the peasants automatically shift back and forth on to and off of the cultivated fields, with the result that a considerable crop area is more or less damaged by fall and spring travel.

Winter travel in most of Russia is carried on by means of sleds. There is a tremendous opportunity for the building of graded dirt roads in U. S. S. R. These roads can be built at a minimum cost which will run somewhere between 150 to 200 rubles per kilometer, not including the cost of culverts, bridges or special water ways. In the Caucasus camels, horses and oxen are all used for transportation. A wagon is a very essential part of the peasants' equipment

since he hauls all machinery to and from his fields every working day and all produce over sometimes a considerable distance.

Lumber is quite scarce in the south of Russia. It is imported from the north of Russia in the form of poles. These poles are either used directly in the building of various structures, or are sawed by hand where boards are desired.

TELLS FRENCHMEN THEY MISUNDERSTAND AMERICA

PATRIE (AP)—"America against Americanism" is the title of an article by Pierre Lyautey, a nephew of France's famous Marshal, who has just returned from a visit to the Eastern states.

M. Lyautey regrets the false impression of the United States which exists in France. Here "Americanism" is a synonym for feverish haste, extravagance in recreation, money-peddle, women with the gilt in nose, and unbridled youth in motor cars tearing along the highways of a land plastered with advertising.

He warns his countrymen against this false conception of a great country, and tells with a surprise he is unable to hide of the quiet home life he found across the Atlantic.

No Doubt

"Tears contain a chemical, lysozyme, said to be one of the strongest germicides known to science." No doubt some one will now undertake to produce the stuff commercially from the sap of the weeping willow.—New Orleans Times-Picayune.

No More in Life

When he is pushing his first around in a perambulator he looks happy enough, but twenty years later when he is taking the wife's pet poodle around the block for an airing you don't have to ask him—his looks fairly shout that he wishes he had remained a bachelor.—Kansas City Star.

SPEED TRACKS IN U. S. VANISHING

Indianapolis Speedway Is Now Thing of the Past, According to Reports.

Motorists from all parts of the West will remember the races that were held many years ago at the Speedway, on the Pacific highway between Tacoma and Port Lewis. This track, which in its day was one of the fastest in the country, is now rather an unusual sight. It is an airport. Only a part of the old plank course is left and what a sorry picture the remaining part presents.

Where thundering racing cars, piloted at 50 miles an hour by such drivers as Tetzlaff, Oldfield, De Palma, Cooper and others once roared, young pine trees are now growing. The planks that once supported the wheels of the fastest cars of the day are now being pushed aside by weeds and grass.

The thundering applause of thousands of spectators who once occupied the stands along the straight-away is no longer heard and in its place sounds the drone of airplane motors as the ships land and take off. When no planes are near, the wind across the prairie takes up the sound as it whines through the brush and undergrowth along the track; almost a funeral echo of the hum of racing motors that are long since stilled.

Many a famous driver who at one time on another wheeled racing cars over this track, has driven his last race. Some of them drove their cars into eternity on that course. Accidents were many and often they were serious. There were thrills aplenty for spectators and drivers.

The stands are gone, they having burned to the ground many years ago. Naturally the judge's tower, the pits, rails and guard fences are all gone. Only in places may the heavy timbers that lined the course be seen.

About 20 years ago, late in 1910 to be exact, there was a famous racing car operating in the Northwest. It bore the number "3" and was an Oakland, built by the Oakland Motor company, an organization that at that time had been building cars for years. This old car turned up many fast miles in those early days of the industry and its history still is well remembered by veterans of the speed tracks.

Last week a party of motorists in one of the new Oakland All-American Sixes visited the Speedway south of Tacoma. The car was driven gingerly over the old planks which in many spots had become displaced and were showing the rusty spikes that once held them together. It was difficult going. This, however, was not the first time the car had been on a speed track. At the proving ground of General Motors Corporation it had shown its stamina and speed on the concrete course that is a part of the proving ground. There, under the keen eyes of research engineers it had been tried and not found wanting.

Speed tracks of the country seem doomed. It is understood that the Indianapolis Speedway is a thing of the past. Many tracks in California have been discontinued and the property they occupied sold as home sites. In other parts of the country, famous tracks are falling into ruin. These speedways, where in former days much valuable automotive information was secured, have in large part, gone the way of carbide lights and starting cranks.

Engineers of Oakland Motor company and other divisions of General Motors corporation are not worried over this fact, however. They secure their information at their own proving ground, track. There it may be secured under the

Chevrolet Pays Call To Famous Clipper, "Bear"

In the exotic lands of the South Seas, the natives tell of a ship that had a memory; and that on certain nights when the moon was full and the wind was whipping its way through the rigging, the ship would whisper the tales of her past. Old seadogs also claim that the famous clipper ship, Bear, which was the floating government for the United States in Alaskan waters from 1884 to 1926, and which is now safely anchored in the Oakland Estuary, also can tell stories of the past. A group of sea-faring men from Vancouver, B. C., who had been connected with the Bear in its hey-day, recently journeyed to Oakland in their Chevrolet sedan to visit the historic craft. The fantastic voyage of the Bear are rivalled only by the fictional deeds of Jules Verne and the mysterious north alone holds the secret of the adventures of the Bear.

One of the rescues that the Bear participated in was that of the crew of the whaling bark Napoleon, crushed in the ice near Cape Navarin, Siberia. An Eskimo paddled to the Bear one day, carrying a piece of board. He insisted on seeing the commander. To him the native handed the board. On it was written the location of the marooned crew. The board had been passed from village to village, until, on its way south, it had reached the Bear. With this information, the cutter ploughed northwest through the ice pack and found the lost seamen.

In 1895 an excited native told the Bear's commander, that Rev. Thornton, a missionary, had been killed by a group of drunken native boys. The cutter's chief prepared at once to act as police force for the village. When he arrived at Cape Prince of Wales, scene of the murder, he was escorted to a tent of skins. Inside it were the bodies of four youths, stabbed to death. Native justice had been done.

The Bear was at St. Michael when the miners came out with the first gold from the Dawson country in 1896. When the rush to the Yukon country began in 1897, unscrupulous promoters carried passengers to St. Michael with promises for further transportation up the river and no means of keeping that promise. The Bear's crew

prevented many possible riots and forced the promoters to return the money. The Bear also assisted Steffanson, the explorer, in 1913 on his expedition; and in 1923 paddled to Russia Amundsen, later lost in the Arctic search, from Wainwright to Nome. It is said that this Bear introduced the reindeer into Alaska from Siberia.

Interstate Golf Match is Dated

PORTLAND, Ore., Dec. 20 (AP)—The annual interstate golf team match between Oregon and California will be played this winter on January 18 and 19 at Del Monte, Cal., according to a decision reached by officials of the Oregon State Golf association today.

Increase in Nash Prices Announced

KENOSHA, Wis., Dec. 21—Increased prices effective January 1, 1930, are announced by C. W. Nash, president. The Nash Motors company, increases range from \$20.00 to \$140.00 per model, and cover all three series, Single Six, Twin-Ignition Six and Twin-Ignition Eight.

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