

**TRUCK AND TRACTOR VALUABLE ON FARM**

Power Vehicles Add to Area for Cultivation.

**HORSES ARE ELIMINATED**

Oregon and Washington Agriculturists Save in Hauling Wheat by Gas Freighter.

In commenting on the motor truck business in general, C. M. Menzies, manager of the Northwest Auto Company, expresses the opinion that after the last six months' experience he finds that the farm tractor is essentially a part of the truck business and more rightfully belongs there than with the implement line exclusively.

"When reviewing the advancement that has taken place in all lines of industry during the last ten years," says Mr. Menzies, "few people residing in the centers of population fully realize the extent to which the farming industry has kept pace with the general advancement."

"Undoubtedly the most notable achievement affecting the farmer has been the introduction and development of the tractor. By its adoption the farmer is enabled to cultivate a much greater acreage in the same length of time and at a lower cost than formerly when depending on horses to do his work. This condition naturally means a greater income for the farmer, and logically reflects on the improvement of business conditions in general. The farmer is the greatest consumer of manufactured products, and the greater his income, the greater are his purchases. The more manufactured goods the farmer buys, the greater prosperity there is in the cities, and the country, as a whole is so much the better.

**Tractor Releases 30 Acres.**

There are many other ways in which the tractor effects a big saving to the farmer. For example, one tractor does the work of 30 horses, and as it takes five acres to feed a horse, a tractor means the release of 30 acres that can be used for growing food products. The value of farm products in the Northwest is approximately \$12 an acre, so the tractor releases a possible increased income for the farmer of \$360. To this increased income must be added the money actually saved during the year by its use. Less help is required to cultivate the farm, cut the ensilage, fill the silo, etc., and to operate and maintain a tractor, than for the number of horses which it replaces.

"The farm products, however, must be hauled to a market or shipping point, and unless the farmer adopts the truck to do his hauling, he must still keep his horses and deprive himself of the full economy of the tractor. It is logical, then, that in order to get the utmost in production from his farm at the minimum of expense, the farmer must turn to the truck to do his hauling, and that is why the truck and tractor rightfully belong to the one line of business.

"Generally speaking, the farmer has adopted the tractor in greater numbers than the truck, and most of the reason for this has not been so thoroughly convinced of the economy of the truck as of the economy of the tractor. The Government's Bureau of Crop Estimates, is doing wonderful work along the lines of furnishing facts and figures to the farmers, providing them with the additional saving effected by the truck.

**Average Load 105 Bushels.**

In a late bulletin it is stated that in Oregon and Washington last year the motor truck for hauling farm products, in hauling wheat, the average load per truck was 105 bushels as against 67 bushels by horse, and the cost by the motor was 17 cents per bushel as against 22 cents for the latter. The average haul was 11 miles and by truck the farmer was able to make over 20 round trips per day, while with horses barely one trip per day could be made. These figures furnish information on but one way in which the motor truck is economical on the farm, but there are many other ways in which it can be made a profitable investment.

"One of the chief limitations in the use of the truck is the condition of the roads, but with the large appropriation available for improvements in both states, this obstacle will not continue for long. In this connection, it is significant to note how the demand for trucks varies with different counties. In those parts where there are no road improvements the big Duplex 4-wheel drive finds its best sale, while in the more highly developed sections the Bethlehem and Reo trucks are the best sellers.

"Give the farmer a little more time to get thoroughly acquainted with all the advantages of having a truck on the farm and it will eventually be found as universal as all other farm implements."

**NEW DEPARTMENT IS CREATED**

Branch Supervision New Feature for Garford Truck Company.

The Garford Motor Truck Company, Lima, Ohio, announces the new department, which will be known as the department of branch supervision, and the appointment of T. B. Fogge as branch supervisor, according to information received here by E. B. Van Dersal, Oregon Garford distributor.

Mr. Fogge comes from Toledo, where he has been identified with a number of successful enterprises. The handling of large affairs, following an extensive experience with railroad and transportation problems, fits Mr. Fogge particularly for the work of branch supervisor, of dealing through its branch managers with the large clientele of the Garford company.

**ENCLOSED CARS HAVE STARTER**

Other Ford Models Will Not Have New Equipment.

Although the motoring public has been under the impression that all Ford cars would be equipped with electric starters, authorized agents in Portland have received word that only the enclosed models will have the new equipment. The Ford Motor Company's factory at Detroit will begin turning out the models with starters about January 15 it is understood.

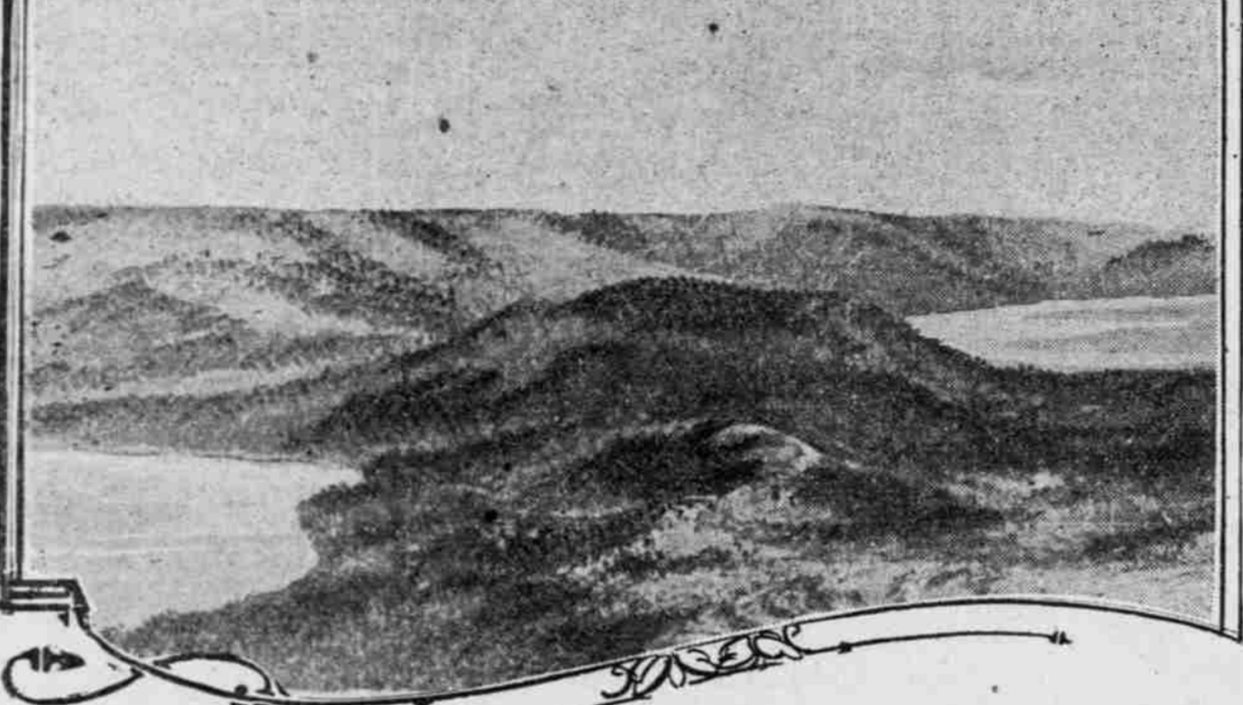
An extra charge will be made for the cars with starters, it is announced.

**MOUNTAIN LAKES AND SNOW PEAKS OF LA PINE BASIN RARE SIGHTS FOR OREGON MOTORISTS**

Spearheads Fashioned by Savages Found in Newberry Crater—Forests, Crevasses, and Lookouts in Chain of Natural Attractions—Unexplored Region Is Inviting Paradise.



HOSPITABLE TRAPPER'S CABIN IN CASCADE—PAULMA AND EAST LAKES.



LA PINE BASIN, OREGON. A SCENIC VIEW OF THE MOUNTAIN LAKES AND SNOW PEAKS.

Few Oregonians know their Oregon and what its great out-of-doors has to offer to gladden the eye and build up the tired mind and body. Within the La Pine Basin alone may be found more than 30 mountain lakes, covering an area of more than 23,900 acres. Many of these lakes are uncharted and most of them are known to only a few trappers and hunters. In season waterfowl by the tens of thousands inhabit these lakes. Beaver, mink and marten are at home on the creeks and streams that flow into and out of these lakes, and a variety of trout may be taken from any of these waters.

This almost unexplored region offers an inviting paradise for the autoist and tourist. While all points of interest are not accessible by auto, the motorist can approach within reasonable distance of this wonderland and complete his excursion by trail. Nor is one season sufficient for visiting the many points of interest to be found in this comparatively limited area of Oregon's playground.

A few people have been known to visit the lakes of Newberry crater at an altitude of 6500 feet. Many others have visited Crescent and Odell lakes at an altitude of 5900 feet, while some visit Crane Prairie—a great level, grassy area high up in the Cascades, guarded by lone and majestic Cultus Mountain, from the topmost peak of which may be seen 19 mountain lakes and 11 snow peaks. All of these places are accessible by auto. Crane Prairie is used as a headquarters by parties who employ pack and saddle horses to penetrate to the more remote places, as yet little frequented. Those who plan to visit these places after a late, wet Spring, however, will do well to go prepared for mosquitoes.

A spearhead of obsidian, evidently fashioned by the hand of some prehistoric man, was found on bedrock about 12 feet beneath the present surface, a few paces from the shoreline of East Lake, in Newberry crater, underneath alternate layers of sand and what appears to be decayed wood. In size and form it does not differ materially from the many other spearheads found on the surface in this ancient crater, but the question naturally arises, when was it made and how long ago was it placed there? When Cheyenne, the son of Cheops, built the Sphinx of Gizeh, this spearhead was perhaps already covered with sand. Professor Reisner, the noted Egyptologist of Harvard University, solved the "Mystery of the Nile," but as yet no scientist has appeared to solve the mystery of Newberry crater, with its two crater lakes, when it was formed, and by how many different tribes of savages it has been inhabited.

This crater, with its dense forests, whistling crevasses, where the snow never rests, its hot springs, its mounds, and its remains of crude barricades, topped natural lookout points, is but a link in a chain of natural attractions that give the traveler pause in the La Pine Basin.

Some countries have so capitalized their scenic resources that enormous revenues are derived therefrom. Now that Oregon, in conjunction with Wash-

ington and British Columbia, has appropriated a substantial sum of money for the purpose of acquainting the world with what there is here of worth to the tourist and sightseer, the day of increased tourist trade and financial returns to the state will be hastened if every citizen becomes an authority on the scenic advantages of his own section, so that the passing traveler can be advised of the places profitable to visit.

White companies will not be canceled. Truck orders placed by the Government and still in force include the second series of B three-ton standardized trucks, totaling 8000; trucks for Nash Quads and four-wheel-drive trucks, totaling 12,000; orders for Locomobile, Pierce-Arrow, Packard, Garford and White, approximately 18,000 trucks, and other contracts for 10,000 trucks placed with the Federal, Gramm-Bernstein, Hurlbert, International Harvester, Kelly-Springfield, Moreland, Republic, Standard and Velle companies.

The situation with truck parts makers is particularly critical, inasmuch as many of them after receiving their orders for the last series of 25,000 B trucks, purchased large quantities of supplies for which they have paid and settlements for which will probably not be made by the Government for six or eight months. This means that unless

received last week by the Twin States Motor Car Company. Eight of the cars were sold before the shipment was unloaded. Five machines were sold Monday and Tuesday.

Other shipments of Chandlers are on the way from the factory in Cleveland, the company announces, and assurances have been received that plenty of cars will be available for what is expected to be a record season for this popular make of car.

**Cleaning Grimy Hands.**

Working about a car always means grease and dirt on the hands. There is

a simple way of loosening this grime. It consists of rubbing a light oil, preferably cylinder oil, upon the hands, using it just like soap and water. This method will work all the grease loose and then the hands may be wiped on a piece of clean waste or cloth, thus leaving the hands in good shape for ordinary washing.

In cars fitted with old-style tops door-squeaks sometimes are caused by pulling the top straps too tightly. This causes the doors to bind and when going over a bump or other irregularity in the road, a most irritating squeak results.

**TRUCK ORDERS INCREASED**

POSTOFFICE DEPARTMENT WILL USE 15700 VEHICLES.

Fears That Big Government Contracts Would Be Canceled Have Been Removed.

The Postoffice Department has increased its requisition with the War Department for motor trucks from 10,500 to 15,700, and, as a result, it is now expected that the orders for commercial trucks placed with the Locomobile, Pierce-Arrow, Packard, Garford and

White companies will not be canceled.

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