

TRACTOR FARMING HAS COME TO THE WILLAMETTE VALLEY TO STAY

The Horseless Farm Is Already Here, and the Machine Workers That Never Rest Are Bound to Increase the Scope of Intensive Agriculture in the Country Surrounding Salem

That the time will come when practically every ten acre tract devoted to intensive cultivation will be power farmed instead of by the old ways, is a prediction that W. H. Patterson, local tractor distributor, claims is bound to come true faster than most of us are willing to believe. The smallest ranch keeping a

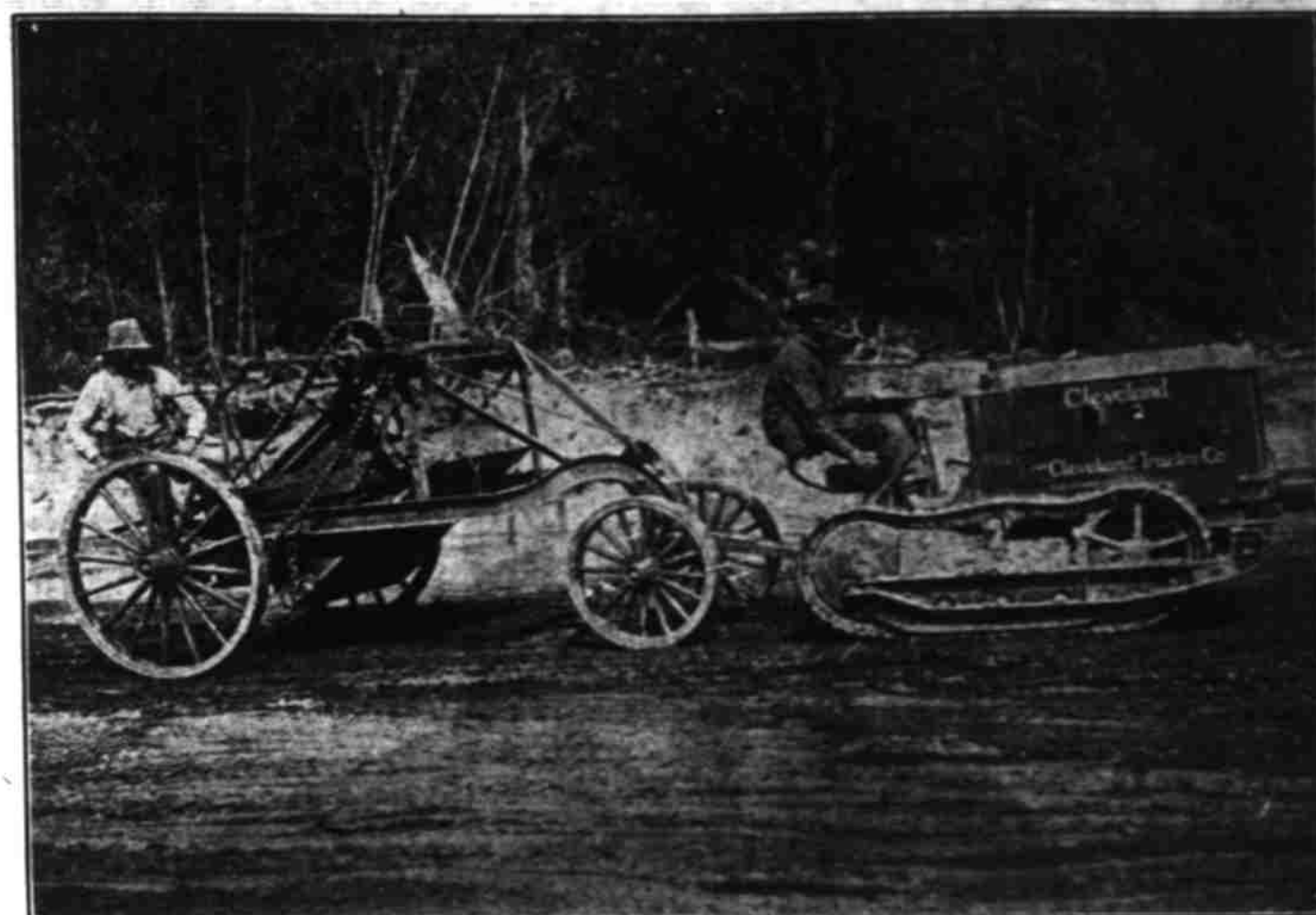
any other power on this particular place. Did this man have horses he would have to have more ground to keep them economically. Also, there would be times when he would not need the horses when their cost of upkeep would go right on. The cost of feed, where a man has no ground to devote to raising it, is too well known to require discussion.

change of drivers. Here its task is a ranch of 300 acres. Another farm handled by a single Cletrac consists of 114 acres and is more thoroughly cultivated with the one machine than it ever was with

The lecturer in that instance stated that it was his belief that while most plowing was calculated to go deeper, that the limited power of the team for hard pulling probably made the average cut about five inches instead of the 8 to 11 now possible with the tractor.

Mr. Patterson states that fully 90 per cent of the trouble with tractor farmers is due to their lack of understanding of even the first requisites of a good piece of machinery. The same men who have for years left their equipment in the rain and storm through years, give the tractor the same treatment. They fail to give it oil, in most cases, and otherwise do not observe the most rudimentary necessities of the machines.

In the case of the Cletrac, this is being overcome by having a local



Making roads by machinery.



An International tractor near Salem.

tractor, hereabouts, is a 13-acre orchard a short distance from Salem. The owner has not another foot of ground but with the machine is able to keep the soil of that place at its very best and manages through the time saving of the machine to devote some of the time of himself and his outfit to the work of his neighbors.

For such a man, contrary to the belief of some people, the tractor is a worthwhile investment even did he not care to give time to others, for it eliminates entirely the horse and

But this modern machine does more than merely the field work of the team. Did he want to irrigate, the same machine that tilled the field could be harnessed to pump the water just as economically on such a small place.

And from a place of this size the tractor can go to the other extreme.

At the Ljvesley ranch there is a Cletrac which does what horses could never do. At the right time of the year it works 24 hours per day, stopping only for fuel and oiling and



Zivney Bros. find nothing beyond their Fordson.

the teams and outfits which could do only so much in a day because of the endurance of the horses being limited.

Another phase of the power era was brought out at the tractor lec-

staff of instructors who are on duty through 365 days of the year. The service to help the farmers get "centirely sold" on machine farming goes even further than that. They invite them to bring their machines in for



In the orchard the Cleveland has many friends.

tures at the Commercial Club several weeks ago. It was demonstrated here how the tractor, because of its excess power in the pinches, was able to plow soil which had not been touched for 25 years, thus cultivating the land in a manner heretofore thought impossible.

any service. The farmer can do his own work in their shops, but the Cletrac men oversee the job and give him what help he needs, but aim to make the farmer entirely independent of the dealer's shop as rapidly as possible.

A Broadening Influence. Ask almost any man what has been the most broadening influence in Marion and Polk county farm life and he probably will not have an answer ready.

Is it not true that the motor car coupled with the good roads has at least established a place for itself alongside of and just as high up as anything else that can be pointed to as having a part in the credit for the change that has come over farm life in the last few years?

It has only been a very few years when the "movie" makers went "down on the farm" whenever they had to have a real guileless, "take-me-out-of-this-mad-life" sort of person. And, if a movie showed anything but that as the type that raised the grub for the country, why it was branded as "impossible." He had to be that way—the public wouldn't have him any other way, and with some reason.

Go to a movie today that has a farmer in it.

You notice the change just as certainly as you notice it in traveling past the fields where he is at work. In the movie half the farm heroes are labeled "farm manager." If they are young, he's remarkably changed, too. He may still show that he is not afraid of work, but to fit the movie right he'll carry with him an air of system, business and a new order in the cultivating of the acre. He is not at all the man we used to have.

The change has been no greater than the movies make it out to be, and the motor car will get much of the credit for the change. Of course, there are other factors. There is the application of machinery to farming. There is the tractor and electric light and all the other things that are rapidly becoming a part of the well ordered farm or ranch. But the motor car preceded them and has in many ways made the other possible.

Farming used to be somewhat of a humdrum life and no mistake. Especially in the West where distances were great, you almost had agree with the wife to become half hermit. It was the kind of a life, very often, where if you really loved a girl, you wouldn't ask her to marry you.

Of course, there were its romantic phases. There was the "little gray home in the West" and the gag about the "great out-of-doors," but, reduced to sombre facts, farming was a business of semi-isolation that required some courage and considerable every-day New England pluck to make it go.

And, speaking of isolation, if you happened to be a little more out of the way than some of the others, you aped the ways of the bear. For a few short months of the summer you could have driven the old horse to town and otherwise connected with the outside world—but you didn't, because summer is the busy time and you had other things more urgent. Then fall came on and you might have gone to town but didn't, because it "wasn't being done" in your neighborhood. The mud was a more effectual barrier against your desires

to wander than the Chinese wall ever was, so long winter nights and useless days were the result.

But, worse than all these things—if you raised any youngsters and looked forward to the time when with their help you could take on the adjoining 50 acres up on the hill, you ordinarily were disappointed, for if they ever went out over the road, chances were ten to one against you. They would not follow the life that you had planned.

Then came the marvel of modern mechanics—the automobile—the servant of steel that in a few short years made over the most important business of the land. It completely broke down the barrier between the farm and the best of everything that the world had to offer in the way of the comforts and better things of life.

Many of those things, such as the stores, the best doctors, the schools, the churches, the educational facilities must be where humanity clusters to be successful.

Around them towns spring up. Formerly all these were denied the farmer except to those who lived nearest and to others only after some hardship. Much had to be passed up because distances and conditions of travel were prohibitive.

In Marion and Polk counties the influence of the automobile and the good roads is most plainly marked.

In no direction can one travel without seeing fine new farm houses. The houses show plainly that they were meant to live in and that the owner has built for his comfort and future. Of course, the automobile doesn't particularly enter into that situation—and, yet, isn't it just a little bit true that because of the greater distances, because friends didn't come out as often then as they do now, because it didn't mean so much to have a nice home, the farmer didn't find the pleasure that he might have in a home on the farm?

But more easily grasped is the greater opportunity that it gave for community development.

To go to a grange meeting or a social now and find that everyone

from within ten miles is at the function is nothing.

Friendship and business widen through its use.

In central Oregon, where distances are still great, there have been church

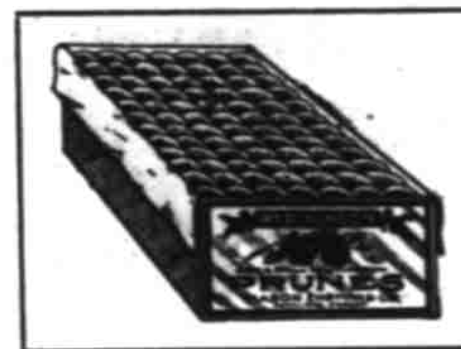
meeting held on the prairie where almost every rancher from a territory 50 miles in diameter attended. The automobile gives to the child

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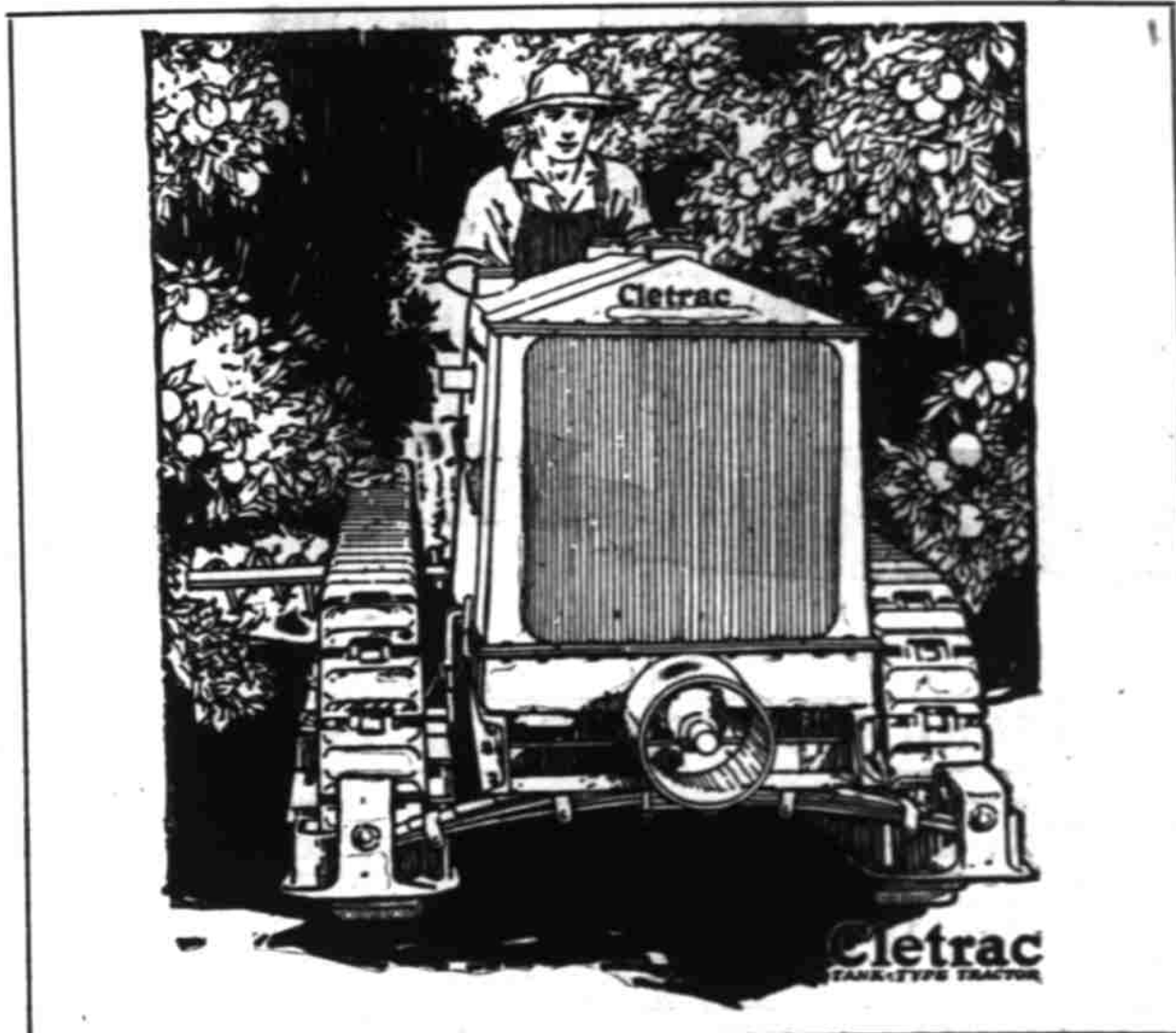
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