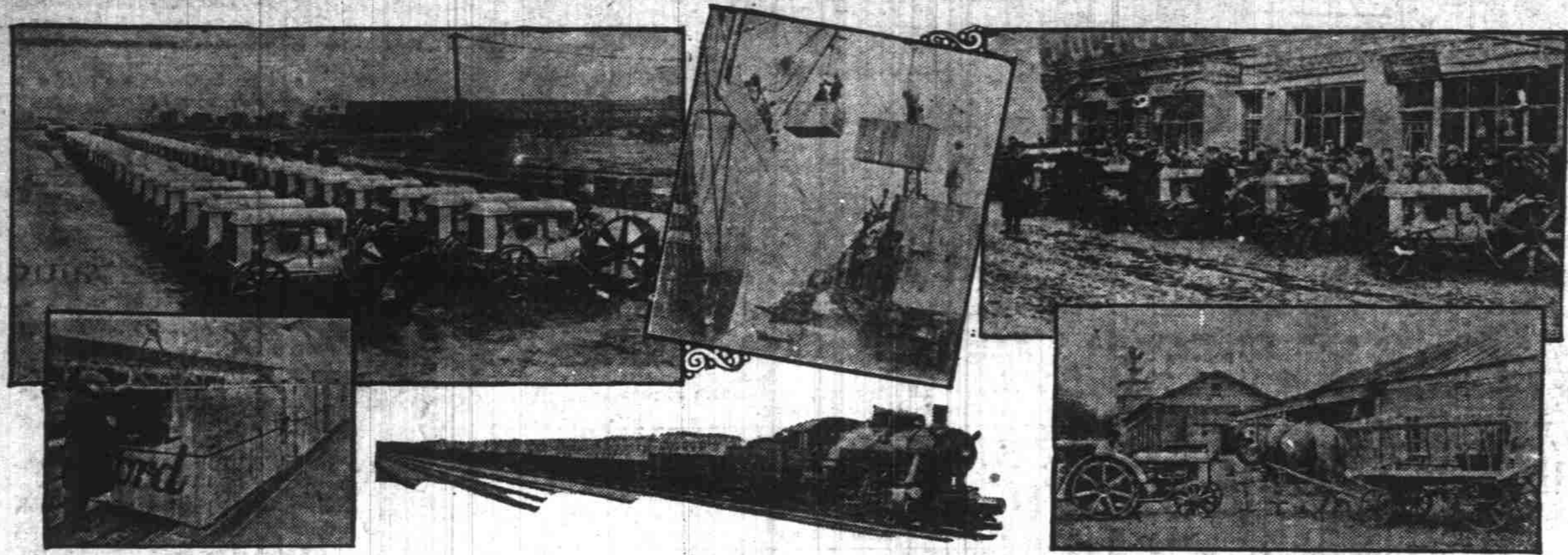


Russia, Buying 10,000 Tractors, Turns To Power Farming



Left—Top, Fordson Tractors for Russia lined up at the Ford Motor Company River Rouge plant for final inspection just before being boxed; below, stenciling Russia address on box. Center—Top, unloading Fordson Tractors at a Russian seaport; below, trainload of Fordsons leaving Detroit for New York to be transferred aboard ship. Right—Top, Russian villagers out to see newly arrived Fordsons; below, tractor displacing camel on Russian farm.

The boundaries of the empire are marked by the sword, but the foundation of the empire is laid in a plow furrow. On two occasions in the past decade the simple truth of this ancient adage has been strikingly demonstrated in Europe and twice in America has been called upon to, figuratively, at least, pull Europe's plow. The first occasion was, in answer to the well remembered warning, "produce more food to win the war" which echoed around the world in the stirring days of 1917. The other is still alive in new headlines—the effort being made by Russia to establish upon its vast expanse of fertile land, the foundation of its republic.

Of the two, probably the first was the more dramatic, for it has as a background the awful splendor of the world war. England, after three months of fighting on a battlefront which was gradually reaching a point of famine because of the submarine blockade which had cut the British Isles off from their principal sources of food supply. Under the urge of necessity, extensive estates and other non-productive lands were put under cultivation and at about the same time that America dispatched the vanguard of its doughboys to France, 5000 Fordson tractors were purchased by the British Ministry of Munitions. After safely running through the submarine blockade, the Fordsons were landed and assigned to farms all over the British Isles. There they "fought" through the closing years of the war to feed the nation behind the men behind the guns.

Among the nations of the earth probably none is potentially richer agriculturally, that the states that make up the Russian Republic. Vast areas of soil, too extensive to be easily comprehended, are ideally suited to raising essential grains. During the reign of the Romanoffs, Russia was known as the granary of the world, even despite the fact that heavy-footed oxen and even camels provided the farm power. Since the overthrow of the monarchy, this fertile land produced little if any grain for export when the first tractors began to make their appearance. Peasants tilled the soil in tiny patches to supply their own needs.

Upon this scene of economic waste enters the "made in Detroit" Fordson tractor. In the rich wheat lands of the Ukraine, in the shadow of the Caucasus range, along the romantic Volga or in seemingly limitless Siberia, thousands of the tractors are opening furrows and hundreds of thousands of acres are being planted to crops for the first time.

Naturally, such a tremendous enterprise manifests itself in developments of huge proportions. An example is the order just filled by the Ford Motor company for a shipment of 10,000 Fordson tractors to Russia, by far the greatest single tractor order ever placed, representing extensive experiment by the Soviet government and the decision of the interests behind the promotion of agriculture to standardize on this type of equipment.

The 10,000 tractors were produced at the River Rouge plant of the Ford Motor company in approximately seven weeks, in addition to the production quota for domestic absorption. Tireless cranes worked unceasingly loading the crated tractors on freight cars which rumbled out of the River Rouge plant in a seemingly endless stream for the coast. Stencilled on the sides of the crates were the names of such destinations as Vladivostok, Novorossisk, Odessa, Moscow, Leningrad or Pekovskiy. Dozens of ships, laden to the waterline with Fordsons, are still carrying the "made in U. S. A." stencil into Russian ports on the Baltic and Black seas and the Sea of Japan, pouring tractors into Russia to complete the shipment.

To one whose conception of farming is drawn from the middle west of the United States or even the less densely populated south or far west, 10,000 tractors might seem enough to put all Russia under cultivation. As a matter of fact, 10,000 Fordsons were not

ready in use in the Soviet Republic when the latest order was placed, all having been purchased in the past three years. Yet this imposing array of tractors has been scattered over such a vast expanse of territory that the Ford-novelty and its appearance in a community is a signal for a public demonstration. An idea of the magnitude of the area into which these tractors are going may be gained from the fact that after leaving the railroad, some of these tractors are gladly driven by the purchaser two or three hundred miles to the village where they are to be put to work.

Schools, in which an intensive practical course in tractor operation and maintenance is given, have been opened in the agricultural centers of population. Each prospective operator must learn all about the Fordson and the adjustments which may be necessary on the job. The Soviet government, appreciating the importance of realizing the maximum efficiency from every tractor has issued performance cards with each machine and each operator is required to keep accurate check on the amount of his day's work. If his record indicates that he is obtaining the greatest possible amount of service from the tractor, he is issued the requisite fuel and oil.

Operating a Fordson, however, is carefully regarded as a "job" in the interior of Soviet Russia. In the majority of instances, these tractors are the first examples of internal combustion engines ever

seen. With the automobile unknown, operating a tractor assumes the role of a highly prized privilege and "driving" it to and from the field of operation is an experience of pleasure which may scarcely be appreciated by Americans.

The American farmer, even a decade of power farming experience behind him, may profit by the study of tractors made by the Soviet. In specifying equipment, blanket instructions were issued to provide each tractor with fenders and belt pulley. The fenders are so equipped as to carry conveniently all tool necessary to make minor adjustments together with a supply of small essential parts to make possible minor repairs right in the field. For, in Russia when operating possibly 1000 miles from the Soviet equivalent of a service station, laying up a tractor in the rush period to await a service mechanic for small but necessary adjustment or repair is highly impractical.

Threshing and the grain harvesting operations as well as wood sawing and the numerous other essential farm jobs requiring belt power may all be done through the medium of this single unit.

Russia's return to the soil for a foundation on which to build for world prominence assumes special significance through the purchase of these tractors. Generations of advancement have been covered in a single stride; camels and oxen which yesterday pulled the plow, today see the most modern development in power

farming multiplying their achievements. And Russia's move to regain her position of "granary of the world" is not likely to go unnoticed by other agricultural nations of the world.

Erect Small Church After Vow in Napoleon's Day

CRESCO, Iowa—A vow, given at the time Napoleon was conducting his Russian campaign, eventually resulted in the erection here of one of the smallest churches in the world.

The mother of John Gaertner, a French explorer, who was with Napoleon's forces at the burning of Moscow, vowed that if God would safely return her son she would build a church. The son returned but his mother, because of financial difficulties, was unable to carry out her plan. Her granddaughter, Mrs. Mary Anna Huber, however, took up the work, and the result was the building in 1885 of St. Anthony's Catholic chapel.

The church is of native lime rock. It is 11 feet wide and 17 feet long. It has four stained glass windows, a tall belfry, a cross, four pews, a center aisle, a main altar and two side altars. It seats eight persons.



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Few motor car "manufacturers" have foundries, forges, etc., to make their own engines—yet one-fifth of an automobile's cost is in the engine. Even fewer build their own bodies—yet one-third of the car's cost is in the body.

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Leading bankers, recognizing Studebaker stability, have made money available for financing Studebaker cars at low interest. They know Unit-Built cars bought at One-Profit prices and protected from depreciation by being kept constantly up-to-date, are exceptionally fine risks. Therefore, no other car in the world is able to offer lower time-payment rates, than Studebaker.

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